U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 59 Date: 02/13/2017

Boeing 737 B-737-100/200/300/400/500/600/700/800/900/900ER

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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49	Airborne Auxiliary Power	49-1 thru 5	58	10/10/2015
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73	Engine Fuel and Control	73-1 thru 2	58	10/10/2015
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78	Engine Exhaust	78-1 thru 2	58	10/10/2015
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HIGHLIGHTS OF CHANGE			

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters and to increase dispatch flexibility. All changes are reflected in the highlights of change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings

Page	Explanation of Change
Entire document	Renumbering campaign and editorial corrections throughout to comply with Section 508 requirements
ATA 21	
Item 01-01-02, 01-01-06	Revised proviso to remove "if installed" and reworded per PL-31.
Item 02-03	New relief item applicable to -800/-900/-900ER configurations
Item 02-04	New relief item and sub-items (A and B)
Item 14-03	Corrected proviso b) sub item a) item, meant to be MMEL Item proviso c) and revised proviso to remove "if installed" and reworded per PL-31.
Item 14-03-02, 14-03-03	Revised proviso to remove "if installed" and reworded per PL-31.
Item 36-01A	Added Operations (O) procedure applicable for -400/-800 configurations
Item 40-01B, 40-02-01B	Revised proviso to remove "if installed" and reworded per PL-31.
ATA 23	
Item 10-01	Added new note
Item 10-02	Added new note
ATA 26	
Item 04B	Revised proviso
Item 25	New relief item

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	HIGHLIGHTS OF CHANGE	
Page	Explanation of Change	
ATA 27		
Item 04-01A	New relief item as a result of separated relief for "Forward Panel Lights" and "Aft Overhead LE Devices Annunciator Panel" lights	
Item 04-01B	Renumbered (Previous Item 27-04-01) and "Installed" and "Required" number changed as result separated relief for "Forward Panel Lights" and "Aft Overhead LE Devices Annunciator Panel" lights	
Item 04-01-01	Renumbered (Previous Item 27-04-04)	
Item 04-01-02	Renumbered (Previous Item 27-04-05)	
Item 04-02A	New relief item as a result of separated relief for "Forward Panel Lights" and "Aft Overhead LE Devices Annunciator Panel" lights	
Item 04-02B	Renumbered (Previous Item 27-04-02) and "Installed" and "Required" number changed as result separated relief for "Forward Panel Lights" and "Aft Overhead LE Devices Annunciator Panel" lights	
Item 04-02-01	Renumbered (Previous Item 27-04-03)	
Item 04-02-02	Renumbered (Previous Item 27-04-06)	
Item 04-02-03	Renumbered (Previous Item 27-04-07)	
Item 04-02-04	Renumbered (Previous Item 27-04-08)	
Item 10	Revised proviso	
Item 22	Revised title name due to error (1° S/B 1*)	
Item 23	New relief item	
ATA 28		
Item 10-02	Revised proviso	
ATA 29		
Item 07	Added word "System" to relief item/name	

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FEDERAL AVIATION ADMINISTRATION

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BOLII	NG B-737 DATE: 02/13/2017 IV	
	HIGHLIGHTS OF CHANGE	
Page	Explanation of Change	
ATA 33		
Items: 05-02, 06B, 06-01-01, 06-01-03B, 06-01-04, 06-02, 08-01B, 08-02C,11,14A, 15-04, 18-02-01A, 21-01B, 21-02B, 25B	Updated relief to remove the use of the word "day"	
Item 04	Added proviso	
Item 04-01	Added proviso for LED lights	
Item 04-02	Added proviso for LED lights	
Item 04-03	Added proviso for LED lights	
Item 08-02-01	New relief item	
ATA 34		
Item 11	Revised title/name	
Item 11A/B/C	Removed previous Operations (O) procedure requirement	
Item 20-01-03	Added a new note applicable to 737NG configurations	
ATA 38		
Item 02-01	New relief item applicable to 737NG configurations	
ATA 52		
Item 14A	Revised to remove Maintenance (M) procedure requirement	
ATA 79		
Item 02-02	Revised proviso for Oil Filter Bypass Warning Systems for 737NG configurations	

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DEFINITIONS			

Refer to the current FAA MMEL Policy Letter 25, *Policy Concerning MMEL Definitions*, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE			

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble* or for the preamble used for 14 CFR Part 91 operations refer to MMEL Policy PL-36, FAR *Part 91 MEL and Preamble*. Both preambles may be found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) & (O) PROCEDURES			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

(M) & (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 737 Dispatch Deviations Guide (DDG).

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AIRCRAFT:					IO. 59	PAGE NO.	
B	OEING B-737		DAT	E: 0	2/13/2017	21-1	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
01	Air Conditioning Packs						
01-01	All Passenger Configuration (All Models)						
01-01-01	(-100/-200/-300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	С	2	1	be inoperative	r ER operations, one may e provided flight altitude below FL 250.	
01-01-02	(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	С	2	1	may be inope a) Flight below b) For air bleed systen	t for ER operations, one trative provided: altitude remains at or FL 250, and rplanes with auxiliary fuel air pressurization in installed is verified to be tional before each ture.	
01-01-03	(-900/-900ER)	С	2	1	may be inope c) Flight below d) Forwa secure e) Airpor does r	at for ER operations, one crative provided: altitude remains at or FL 250, and cargo heat duct is ed closed, and t ambient temperature not exceed 103 degrees Fegrees C).	
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AIRCRAFT:			VISIO	N NC	NO. 59 PAGE NO.	
[BOEING B-737		DAT	E: 0	02/13/2017 21-2	
					LE KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				5.1	4. REMARKS OR EXCEPTIONS	
21. AIR CO	NDITIONING	,				
Sequence No.	Item	1	2	3	4 Char Ba	
01	Air Conditioning Packs (Cont'd)					
01-01	All Passenger Configuration (All Models) (Cont'd)					
01-01-04	(-100/-200)	С	2	0	(M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration.	
01-01-05	(-300/-400/-500)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	
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В	OEING B-737		DAT	E: 0	2/13/2017	21-3	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
01	Air Conditioning Packs (Cont'd)						
01-01	All Passenger Configuration (All Models) (Cont'd)						
01-01-06	(-600/-700/-800)	C	2	0	may be inope a) Flight unpre- b) Recirc norma c) Both E exhau d) Proce used t compa are ve cargo ballas ULDs; e) Airplai installe empty as pai	E/E equipment cooling ast fans operate normally, dures are established and to ensure lower cargo artments remain empty or erified to contain only empty handling equipment, at (ballast may be loaded in), and/or Fly Away Kits, and nes with Auxiliary tanks ed, auxiliary tanks remain or auxiliary fuel is included at of zero fuel weight. Actor MELs must define a items are approved for sion in Fly Away Kits and a materials can be used as	
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VIATION ADMINISTRATIO					
05INO B 707	RE\				
OEING B-737		DAI	E: 0	12/13/2017 21-4	
	1. F				
ITEM		2. r			АТСЫ
			J. 1		
DITIONING				14. NEWARKO OK EXCEL HORO	,
Item	1	2	3	4	Change Bar
Air Conditioning Packs					Bar
(Cont'd)					
All Passenger Configuration (All Models) (Cont'd)					
(-900/-900ER)	С	2	0	may be inoperative provided: a) Flight is conducted in an unpressurized configurati b) Recirculation fans operations normally, c) Both E/E equipment cooling exhaust fans operate normally, c) Both E/E equipment cooling exhaust fans operate normally, d) Procedures are establishing used to ensure lower care compartments remain emare verified to contain onling cargo handling equipment ballast (ballast may be lost ULDs), and/or Fly Away in the secured closed, and f) Airport ambient temperation does not exceed 103° F (3) NOTE: Operator MELs must defind which items are approved for incing in Fly Away Kits and which mate can be used as ballast.	ing mally, ed and go npty or y empty it, aded in Kits, and is ure 39° C). ine
				(Continued)	
	OEING B-737 ITEM DITIONING Item Air Conditioning Packs (Cont'd) All Passenger Configuration (All Models) (Cont'd)	OEING B-737 MMI ITEM DITIONING Item Air Conditioning Packs (Cont'd) All Passenger Configuration (All Models) (Cont'd)	OEING B-737 MMEL T ITEM DITIONING Item 1 2 Air Conditioning Packs (Cont'd) All Passenger Configuration (All Models) (Cont'd)	OEING B-737 REVISION N DATE: 0 MMEL TABL 1. REPAIR 0 2. NUM 3. I DITIONING Item 1 2 3 Air Conditioning Packs (Cont'd) All Passenger Configuration (All Models) (Cont'd)	MASTER MINIMUM EQUI OEING B-737 REVISION NO. 59 DATE: 02/13/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPA 4. REMARKS OR EXCEPTIONS DITIONING Item 1 2 3 4 Air Conditioning Packs (Cont'd) All Passenger Configuration (All Models) (Cont'd) (-900/-900ER) C 2 0 (M)(O) Except for ER operations may be inoperative provided: a) Flight is conducted in an unpressurized configuration by Recirculation fans operative normally, c) Both E/E equipment cool exhaust fans operate normally, seed to ensure lower care compartments remain em are verified to contain onl cargo handling equipmen ballast (ballast may be loc ULDs), and/or Fly Away k e) Forward cargo heat duct secured closed, and f) Airport ambient temperatid does not exceed 103° F (3 NOTE: Operator MELs must defi which items are approved for inc in Fly Away Kits and which mater can be used as ballast.

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	JOEINO B 101	BABAI				210	
					E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.	I I LIVI			3.1		UIRED FOR DISPATCH	
04 AID 00N	DITIONING	<u> </u>			4. REMARKS	OR EXCEPTIONS	
21. AIR CON		1 4	١ ،	١,	14		Change
Sequence No.	Air Conditioning Doole	1	2	3	4		Bar
01	Air Conditioning Packs (Cont'd)						
01-02	Combi and All Cargo Configurations (737C, QC, and STCs ST01566LA, and ST01961SE)	С	2	0	may be inope a) Flight unpres b) Proces used t compa is verif cargo ballasi ULDs) NOTE: Opera which inclus	t for ER operations, both rative provided: is conducted in an assurized configuration, and dures are established and to ensure main deck cargo artment remains empty or fied to contain only empty handling equipment, to (ballast may be loaded in an and/or Fly Away Kits. Intor MELs must define items are approved for ion in Fly Away Kits and materials can be used as t.	
01-02-01	Right Pack	C	1	0	inoperative p	or ER operations, may be rovided flight altitude below FL 250.	

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					LE KEY
SYSTEM &		1. F			CATEGORY //BER INSTALLED
SEQUENCE NO.	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
120.5796-22.579				C () () () ()	4. REMARKS OR EXCEPTIONS
21. AIR CON			ı	1	Change
Sequence No.	Item	1	2	3	4 Change Bar
01	Air Conditioning Packs (Cont'd)				
01-02	Combi and All Cargo Configurations (737C, QC, and STCs ST01566LA, and ST01961SE) (Cont'd)				
01-02-02	Left Pack	C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL 250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
01-03	All Cargo Configuration (-700C)	С	2	1	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.

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AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 21-7
		ммі	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				I TELLOW WITH SIX EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
01	Air Conditioning Packs (Cont'd)				
01-04	Pemco COMBI (STC ST03387AT), and All Cargo Configurations				
01-04A		С	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.
01-04B		С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
01-04C		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
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	DEINO B-131	BABAI			
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING				'
Sequence No.	Item	1	2	3	4 Change Bar
01	Air Conditioning Packs (Cont'd)				
01-05	All Cargo Configuration (STC ST01827LA and ST00283AT)				
01-05A		С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250.
01-05B		C	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

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		MMI	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		IBER INSTALLED				
NO.				3. I	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING								
Sequence No.	Item	1	2	3	4 Change Bar				
02	Pack Air Flow/Shutoff Valves (includes STC SA2969SO)	С	2	0	(M)(O) May be inoperative deactivated closed.				
02-01	High Flow Mode (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0					
02-02	APU High Flow Mode	С	2	0					
02-03	Electronic Flow Control (-800/-900/-900ER)	С	2	0					
02-04	Position Indicator Switch Discrete Signal (Flow Control Valve P/N 396608-1)								
02-04A		С	2	1	May be inoperative failed open provided both air conditioning packs operate normally.				
02-04B		С	2	1	May be inoperative failed closed provided both air conditioning packs operate normally.				
03	Pack Trip Warning Systems	С	2	0	(M)(O) May be inoperative provided associated pack is not used.				

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	JOENIO B 707	ММ			LE KEY
					CATEGORY
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	IBER INSTALLED
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH
24 AID CON	IDITIONING				4. REMARKS OR EXCEPTIONS
21. AIR CON Sequence No.	Item	1	2	3	4 Change
04	Pack Turbofan	'		3	4 Bar
04	(-100/-200/-300/-400/ -500)				
04-01	All Passenger Configuration (All Models)	С	2	0	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.
04-02	Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)				
04-02-01	Right Pack Turbofan	С	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
04-02-02	Left Pack Turbofan	C	1	0	 (O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
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		мм			E KEY
CVCTEM		_			CATEGORY
SYSTEM & SEQUENCE	ITEM		2.1		BER INSTALLED
NO.	112			3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING	1			4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
04	Pack Turbofan (-100/-200/-300/-400/ -500) (Cont'd)				
04-03	All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
05	Pack Ram Air Systems	С	2	0	 (M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
05-01 ***	Exhaust Louver Assemblies (-100/-200/-300/-400/ -500)	С	2	0	(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500)				
06-01	All Passenger Configuration (All Models)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
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	OCING 6-737	BABAI			LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chang
06	Pack Turbofan Valves (-100/-200/-300/-400/ -500) (Cont'd)				4 Bar
06-02	Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)				
06-02-01	Right Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.
06-02-02	Left Pack Turbofan Valve	С	1	0	 (M)(O) May be inoperative closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
06-03	All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
FEDERAL A	VIATION ADMINISTRATIO	<u>N_</u>			WASTER WIINIWOW EQUIPMENT LIST				
AIRCRAFT:	00EINO D 707	RE			O. 59 PAGE NO.				
	BOEING B-737	DATE: 02/13/2017 21-13							
					E KEY Category				
SYSTEM &	ITEM.	1. 1	_		BER INSTALLED				
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH				
1205/9893/2.509					4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	RAM DOOR FULL	1 C	2	3 0	4 Change Bar				
U7	OPEN Indicating Lights		2						
08	Air Mix Valves (-100/-200/-300/-500/ -600/-700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.				
09	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	С	2	0					
10	Cabin Rate of Climb Indicator								
10-01	Analog Control System (-100/-200/-300/-400/ -500)								
10-01A		С	1	0	May be inoperative provided AUTO and STBY control modes operate normally.				
10-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.				
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	May be inoperative provided AUTO and ALTN control modes operate normally.				
10-02-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and a) Outflow valve is positioned to 25% open position.				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VI/ATTOTA / LEMINATOTA / ATTO		VISIO	N NC	IO. 59	PAGE NO.	
В	OEING B-737		DAT	ΓE: 0	2/13/2017	21-14	
		_			E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH	
NO.				3. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING	<u> </u>		1			
Sequence No.	Item	1	2	3	4		Change Bar
10	Cabin Rate of Climb Indicator (Cont'd)						
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
10-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their production equivalents)	С	1	0	a) Flight i unpre b) Outflow 25% c	te inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, and ulation fan(s) operates ally.	
					(Continued)		

ILC DEDAD		TIOI	N I		
U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO		//01/	7117	IO 50 DAGE NO
AIRCRAFT: B	OEING B-737	KE		_	IO. 59 PAGE NO. 2/13/2017 21-15
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
Sequence No.	Item	1	2	3	4 Change Bar
10	Cabin Rate of Climb Indicator (Cont'd)				
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)				
10-02-03	(-600/-700/-800 upon to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their production equivalents)	С	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
					(Continued)

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST
	VIATION ADMINISTRATIO						
AIRCRAFT: B	OEING B-737	RE\		SION NO. 59 PAGE NO. 21-16			
MMEL TABLE KEY							
		_			CATEGORY		
SYSTEM &		1. 1			BER INSTALLI	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
21. AIR CON	IDITIONING				4. INLIMATING	ON EXCELLIONS	
					4		Change
Sequence No.	Item	1	2	3	4		Bar
10	Cabin Rate of Climb Indicator (Cont'd)						
10-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
10-02-04	(-900/-900ER)	С	1	0	a) Flight i unpres b) Outflow 25% o c) Recircu norma d) Forwar secure e) Airport not ex	e inoperative provided: s conducted in an ssurized configuration, v valve is positioned to open position, ulation fans operate ully, rd cargo heat duct is ed closed, and ambient temperature does ceed 103 degrees F egrees C).	

U.S. DEPARTMENT OF TRANSPORTATION									
VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST				
		REVISION NO. 59 PAGE NO.							
JOEINO B 707	BABAI								
	1. 1	$\overline{}$							
ITEM									
			- Tribain						
21. AIR CONDITIONING									
Item	1	2	3	4	Change Bar				
Cabin Altitude Warning System	С	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.					
High Altitude Warning System	С	1	0	May be inoperative provided procedures do not require its use.					
CABIN ALTITUDE Light									
-100/-200/-300/-400/ -500 (upon incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in Revision 57.					
				Deleted in Revision 57.					
				Deleted in Revision 57.					
-300/-500 (upon incorporation of ARC Avionics STC ST03945AT)				Deleted in Revision 57.					
				Deleted in Revision 57.					
				Deleted in Revision 57.					
-600/-700/-800/-900/ -900ER (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) STC ST03312NY	С	2	1	(O) May be inoperative provided associated TAKEOFF CONFIG warning light operates normally and flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.					
	ITEM IDITIONING Item Cabin Altitude Warning System CABIN ALTITUDE Light -100/-200/-300/-400/ -500 (upon incorporation of Boeing Service Bulletin 737-31A1325) -300/-500 (upon incorporation of ARC Avionics STC ST03945AT) -600/-700/-800/-900/ -900ER (upon incorporation of Boeing Service Bulletin 737-31A1325, or production equivalent)	MMI ITEM I	ITEM Total Color Color	MMEL TABL ITEM I	MASTER MINIMUM EQUIPMENT MOEING B-737 REVISION NO. 59 DATE: 02/13/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS DITIONING Tem 1 2 3 4 Cabin Altitude Warning System C 1 0 May be inoperative provided flight altitude remains at or below 10,000 feet MSL. High Altitude Warning System CABIN ALTITUDE Light -100/-200/-300/-400/ -500 (upon incorporation of Boeing Service Bulletin 737-31A1325) Deleted in Revision 57. Deleted in Revision 57.				

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL A	MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:					NO. 59 PAGE NO.				
В	OEING B-737				02/13/2017 21-18				
		_			LE KEY				
SYSTEM &		1. [CATEGORY IBER INSTALLED				
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH				
2818/7865/2.500					4. REMARKS OR EXCEPTIONS				
21. AIR CON	I	1	ı	ı	Change				
Sequence No.	Item	1	2	3	4 Change Bar				
12	Cabin Altitude Indicator								
12-01	Analog Control System (-100/-200/-300/-400/ -500)								
12-01A		С	1	0	 May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude. 				
12-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.				
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude. 				
12-02-01	(-300/-400/-500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:			VISIO	N NC	IO. 59	PAGE NO.	
В	OEING B-737		DAT	ΓE: 0	2/13/2017	21-19	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
12	Cabin Altitude Indicator (Cont'd)						•
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
12-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	a) Flight i unpre b) Outflow 25% c	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, and ulation fan(s) operates ally.	
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	K MINIMUM EQUIPMENT LI	5 1
AIRCRAFT:					IO. 59	PAGE NO.	
В	OEING B-737		DAT	ΓE: 0	2/13/2017	21-20	
					E KEY		
SYSTEM &		1. F			CATEGORY	ED	
SEQUENCE	ITEM		2.1		BER INSTALLI	UIRED FOR DISPATCH	
NO.				0.1		OR EXCEPTIONS	
21. AIR CON	DITIONING				1		
Sequence No.	Item	1	2	3	4	C	hange Bar
12	Cabin Altitude Indicator (Cont'd)						
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
12-02-03	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	a) Flight i unpression unpression b) Proceed used to cargo empty only e equiprose load Away c) Outflow 25% of the company of t	w valve is positioned to open position, and ulation fan(s) operate ally. ator MELs must define items are approved for sion in Fly Away Kits and materials can be used as	
					(Continued)		

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/121/	א ואר	IO. 59 PAGE NO.				
	OEING B-737	IXL.			2/13/2017 21-21				
		MMI	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING									
Sequence No.	Item	1	2	3	4 Change Bar				
12	Cabin Altitude Indicator (Cont'd)								
12-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)								
12-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
13	Cabin Differential Pressure Indicator								
13-01	Analog Control System (-100/-200/-300/-400/ -500)								
13-01A		С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.				
					(Continued)				
		<u> </u>		<u> </u>	(55.1111666)				

U.S. DEPARTMENT OF TRANSPORTATION								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					O. 59 PAGE NO.			
В	OEING B-737		DAT	E: 0	2/13/2017 21-22			
		_			E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				302000	4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING								
Sequence No.	Item	1	2	3	4 Change Bar			
13	Cabin Differential Pressure Indicator (Cont'd)							
13-01	Analog Control System (-100/-200/-300/-400/ -500) (Cont'd)							
13-01B		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.			
13-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure. 			
13-02-01	(-300/-400/-500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 			
13-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally. 			
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION							
FEDERAL AVI	ATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	/(HOIV/ADMINIOTIV/(HO		VISIO	ON N	IO. 59	PAGE NO.	
ВО	EING B-737		DAT	E: 0	2/13/2017	21-23	
					E KEY		
SYSTEM &		1. F	_		CATEGORY BER INSTALLI	EN	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				3300.00		OR EXCEPTIONS	
21. AIR COND	ITIONING		1				
	em	1	2	3	4		Change Bar
ı	Cabin Differential Pressure Indicator (Cont'd)						
-	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
i :	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	a) Flight unpres b) Procee used t cargo empty only e equipr be loa Away c) Outflot 25% o d) Recirc norma NOTE: Opera which inclus	w valve is positioned to open position, and culation fan(s) operate ally. Inter MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI						
			N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO		// () ()	2 N I A	0.50				
AIRCRAFT:	BOEING B-737	KE	REVISION NO. 59 PAGE NO. 21-24						
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CONDITIONING Servence No. Item									
Sequence No.	Item	1	2	3	4 Change Bar				
13-02	Cabin Differential Pressure Indicator (Cont'd)								
13-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)								
13-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
14	Cabin Pressure Control System								
14-01	Analog Control System Automatic/Standby Modes (-100/-200/-300/ -400/-500)	С	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
			-		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/101/	A IAC	NO. 59 PAGE NO.			
BOEING B-737			REVISION NO. 59 PAGE NO. 21-25					
		_			LE KEY			
SYSTEM & SEQUENCE	ITEM	REPAIR CATEGORY NUMBER INSTALLED						
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
21. AIR CON	DITIONING							
Sequence No.	Item	1	2	3	4 Change Bar			
14	Cabin Pressure Control System (Cont'd)							
14-02	Analog Control Automatic/Standby/Man ual Modes (-100/-200/ -300/-400/-500)	С	3	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited. 			
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, and c) For airplanes with auxiliary fuel bleed air pressurization system installed is verified to be operational before each departure, if the auxiliary fuel tank system is required for flight.			
14-03-01	(-300/-400/-500)	С	2	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N							
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST			
FEDERAL AVIATION ADMINISTRATIO AIRCRAFT:			REVISION NO. 59			PAGE NO.				
BOEING B-737		DATE: 02/13/2017				21-26				
					E KEY					
SYSTEM &	TEM & 1. REPAIR CATEGORY									
SEQUENCE	ITEM		2. r		BER INSTALL	UIRED FOR DISPATCH				
NO.				J. 1		OR EXCEPTIONS				
21. AIR CONDITIONING										
Sequence No.	Item	1	2	3	4		Change Bar			
14	Cabin Pressure Control System (Cont'd)									
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)									
14-03-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	2	0	unpressurized a) Outflow 25% o b) Recirc norma c) Extend prohib d) Airplar install empty	be inoperative for d flight provided: w valve is deactivated in open position or removed, ulation fan(s) operates ally, ded overwater flight is bited, and nes with auxiliary tanks remain or or auxiliary fuel is included art of zero fuel weight.				
					(Continued)					

FEDERAL AV	VIATION ADMINISTRATIO		/ISI	ON N		R MINIMUM EQUIPMENT L	
BOEING B-737					2/13/2017	21-27	
		MMI	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM DITIONING	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4		Change Bar
14-03	Cabin Pressure Control System (Cont'd) Digital Control System Automatic Modes (-300/-400/-500/-600/						
14-03-03	-700/-800/-900/-900ER) (Cont'd) (-600/-700/-800 upon	С	2	0		e inoperative for	
	incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)				used to cargo compty, only emediate equipments be loaded away K b) Outflow 25% op c) Recircul normally d) Extended prohibite e) Airplaned installed empty company comp	ares are established and ensure lower forward ompartment remains or is verified to contain apty cargo handling ent, ballast (ballast may ed in ULDs), and/or Fly lits. valve is deactivated in the position or removed, lation fan(s) operate y, ed overwater flight is ed, and es with auxiliary tanks ed, auxiliary tanks remain or auxiliary fuel is included of zero fuel weight. or MELs must define tems are approved for on in Fly Away Kits and materials can be used as	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:			REVISION NO. 59			PAGE NO.		
BOEING B-737			DAT	E: 0	2/13/2017	21-28		
					E KEY			
SYSTEM &		1. F	1. REPAIR CATEGORY					
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.				NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON	DITIONING	<u> </u>						
Sequence No.	Item	1	2	3	4	Change Bar		
14	Cabin Pressure Control System (Cont'd)							
14-03	Digital Control System Automatic Modes (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)							
14-03-04	(-900/-900ER)	С	2	0	unpressurized a) Outflow 25% o b) Recircu norma c) Extend prohib d) Forwar secure e) Airport not ex	ded overwater flight is		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IS I
AIRCRAFT:				_	NO. 59 PAGE NO.	
В	OEING B-737		DAT	E: 0	02/13/2017 21-29	
					LE KEY	
SYSTEM &		1. F			CATEGORY MBER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				0	4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-900/-900ER)					
14-04-01	(-300/-400/-500)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited. 	
14-04-02	(-600/-700/-800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve deactivated to 25% open position or removed, b) Recirculation fan(s) operates normally, and c) Extended overwater flight is prohibited.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	51
AIRCRAFT:			VISIO	N NC	IO. 59	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	21-30	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS	
21. AIR CON	DITIONING	1		<u> </u>			
Sequence No.	Item	1	2	3	4		hange Bar
14	Cabin Pressure Control System (Cont'd)						
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
14-04-03	(-600/-700/-800 all passenger configuration upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	unpressurized a) Proced used t cargo empty only e equipr be loa Away b) Outfloy 25% c c) Recircu norma d) Extend prohib NOTE: Opera which inclus	w valve is deactivated in open position or removed, ulation fan(s) operate ally, and ded overwater flight is bited. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MAOTE	
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 59	PAGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	21-31
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH
NO.				3.1		OR EXCEPTIONS
21. AIR CON	DITIONING				1	
Sequence No.	Item	1	2	3	4	Change Bar
14	Cabin Pressure Control System (Cont'd)					
14-04	Digital Control System Manual Mode (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
14-04-04	(-900/-900ER)	С	1	0	unpressurized a) Outflow 25% o b) Recircu norma c) Extend prohib d) Forwar secure e) Airport not ex	ded overwater flight is
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 59 PAGE NO.
В	OEING B-737		DAT	E: 0	02/13/2017 21-32
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.			4. REMARKS OR EXCEPTIONS		
21. AIR CON	DITIONING				
Sequence No.	Item	1	2	3	4 Change Bar
15	Main Outflow Valve				
15-01	Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/-200/-300/-400/ -500)				
15-01A		С	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
15-01B		С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
15-02	Digital Control System Outflow Valve Automatic Mode Actuators				
15-02-01	(-300/-400/-500)				
15-02-01A		С	2	1	One may be inoperative provided manual mode actuator operates normally.
					(Continued)

LLC DEDAD		TIO	\ I						
U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO								
AIRCRAFT:	OEING B-737	REVISION NO. 59 PAGE NO. 21-33							
		ммі	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
21. AIR CON	1	1	1	1	Change				
Sequence No.	Item	1	2	3	4 Change Bar				
15	Main Outflow Valve (Cont'd)								
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)								
15-02-01	(-300/-400/-500) (Cont'd)								
15-02-01B		С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited. 				
15-02-02	(-600/-700/-800/-900/ -900ER)	С	2	1	One may be inoperative provided manual mode actuator operates normally.				
15-02-03	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited. 				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		NAOTE		
FEDERAL AV	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT LIST	1
AIRCRAFT:		REVISION NO. 59				PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	21-34	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLI		
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	DITIONING	<u> </u>	/		4. INLIVIATING	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chai	
15	Main Outflow Valve		_			Ва	ar
13	(Cont'd)						
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)						
15-02-04	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	2	0	unpressurized a) Proced used t cargo empty only e equipr be loa Away b) Outflow 25% c c) Recircu norma d) Extend prohib NOTE: Opera which inclus	w valve is deactivated in open position or removed, ulation fan(s) operate ally, and ded overwater flight is nited. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		

II S DEDAD	TMENT OF TRANSPORT	ATIO	NI.						
U.S. DEPAR	TIMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATION		// 01/	<u> </u>	IO FO DACE NO				
AIRCRAFT:	OEING B-737	RE	VISION NO. 59 PAGE NO. 21-35						
		MMI	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4 Change				
15	Main Outflow Valve (Cont'd)				Bar				
15-02	Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)								
15-02-05	(-900/-900ER)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
15-03	Digital Control System Outflow Valve Manual Mode Actuator								
15-03-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	ST		
AIRCRAFT:					IO. 59	PAGE NO.			
В	OEING B-737		DAT	E: 0	2/13/2017	21-36			
					E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.						OR EXCEPTIONS			
21. AIR CON	DITIONING								
Sequence No.	Item	1	2	3	4	Ch E	ange Bar		
15	Main Outflow Valve (Cont'd)								
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)								
15-03-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	1	0	unpressurized a) Outflow 25% o b) Recirconorma	e inoperative for d flight provided: w valve is deactivated in open position or removed, ulation fan(s) operate ally, and ded overwater flight is bited.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MIN	NIMUM EQUIPMENT	LIST
AIRCRAFT:	VI/ATTOTA / LEMINATOTA / ATTO		VISIO	N NC	O. 59 PAG	E NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	21-37	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED IUMBER REQUIREI) FOR DISPATCH	
NO.				5.1	4. REMARKS OR E		
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
15	Main Outflow Valve (Cont'd)						•
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)						
15-03-03	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	1	0	used to ens cargo comparempty, or is only empty of equipment, he be loaded in Away Kits. b) Outflow valve 25% open per c) Recirculation normally, and Extended over prohibited. NOTE: Operator ME which items inclusion in	provided: are established and aure lower forward artment remains verified to contain cargo handling ballast (ballast may ULDs), and/or Fly e is deactivated in osition or removed, a fan(s) operate ad erwater flight is	
					(Continued)		

II O DEDAD	TMENT OF TRANSPORT	A TIOI							
U.S. DEPAR	TMENT OF TRANSPORT	AHOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO								
AIRCRAFT: B	OEING B-737	RE'	REVISION NO. 59 PAGE NO. 21-38						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
21. AIR CON	DITIONING				To the state of th				
Sequence No.	Item	1	2	3	4 Change Bar				
15	Main Outflow Valve (Cont'd)								
15-03	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)								
15-03-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
16	Pressure Relief Valves								
16-01	Analog Control System (-100/-200/-300/-400/ -500)								
16-01A		С	2	1	(M) One may be inoperative closed for pressurized flight.				
16-01B		С	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 59	PAGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	21-39
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		Z. I		BER INSTALL	UIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
21. AIR CON	DITIONING				1	
Sequence No.	Item	1	2	3	4	Change Bar
16	Pressure Relief Valves (Cont'd)					<u>'</u>
16-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M) One may pressurized fl	be inoperative closed for ight.
16-02-01	(-300/-400/-500)	С	2	0	a) Flight i unpres b) Outflow	e inoperative provided: is conducted in an ssurized configuration, and w valve is positioned to open position.
16-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	2	0	a) Flight i unpre b) Outflow 25% c	e inoperative provided: is conducted in an ssurized configuration, w valve is positioned to open position, and ulation fan(s) operate ally.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT L	-15 I
AIRCRAFT:					IO. 59	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	21-40	
					E KEY		
SYSTEM &		1. 1			CATEGORY BER INSTALLI	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				•		OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
16	Pressure Relief Valves (Cont'd)						
16-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)						
16-02-03	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents	С	2	0	a) Flight i unpression unpression unpression used to cargo empty only e equiprobe load Away c) Outflow 25% of Recircon normal NOTE: Operation which inclus	w valve is positioned to open position, and ulation fan(s) operate ally. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as	
					(Continued)		

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1910	A IAC	IO. 59 PAGE NO.				
	OEING B-737	IXL	REVISION NO. 59 PAGE NO. 21-41						
		MMI	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No. Item 1 2 3 4 Chang									
16	Pressure Relief Valves (Cont'd)				Bar				
16-02	Digital Control System (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)								
16-02-04	(-900/-900ER)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
17	Temperature Indicators								
17-01	Supply Duct (-100/-200/-300/-500/ -600/-700)	С	1	0	May be inoperative provided both duct overheat warning systems operate normally.				
17-02	Supply Duct (-400/-800/-900/ -900ER)	С	3	0	May be inoperative provided associated ZONE TEMP light operates normally.				
17-03	Pass Cabin	С	-	0					
17-04	Pack (-400/-800/-900/ -900ER)	С	2	0					
					(Continued)				

IIS DEDAD	TMENT OF TRANSPORTA	\TIOI	NI							
			N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO		/1910	N NC	O. 59 PAGE NO.					
	BOEING B-737	IXL			2/13/2017 21-42					
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH					
NO.				J. 1	4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING										
Sequence No.	Item	1	2	3	4 Change Bar					
18	Duct Overheat Warning Lights									
18-01	DUCT OVERHEAT (-100/-200/-300/-500/ -600/-700)	С	2	0	May be inoperative provided supply duct temperature indicators operate normally.					
18-02	ZONE TEMP (-400/-800/-900/ -900ER)	С	3	0	May be inoperative provided associated supply duct temperature indicator operates normally.					
19	Passenger Cabin Temperature Control Systems									
19-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)									
19-01A		С	2	1						
19-01B		С	2	0	(O) May be inoperative provided right pack is not used.					
19-02	FWD/AFT									
19-02-01	(-400/-800/-900/ -900ER)	С	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.					
					(Continued)					

FEDERAL A	VIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	VIATION ADMINIOTRATI		VISIO	ON N	IO. 59 PAGE NO.	
	BOEING B-737				2/13/2017 21-43	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.	11 2			3. 1	NUMBER REQUIRED FOR DISPATCH	
21. AIR CON	IDITIONING				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
19	Passenger Cabin	'		3	7	Bar
19	Temperature Control Systems (Cont'd)					
19-02	FWD/AFT (Cont'd)					
19-02-02	(-400/-800)					
19-02-02A		С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.	
19-02-02B		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.	
19-02-03	(-900/-900ER)					
19-02-03A		С	2	0	 (M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains Closed, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	
19-02-03B		C	2	0	 (M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI							
			•		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATIO		//016	201.01	0.50					
AIRCRAFT: B	OEING B-737	KE	REVISION NO. 59 PAGE NO. 21-44							
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F	REP/	AIR (CATEGORY					
SEQUENCE	ITEM		2. NUMBER INSTAL							
NO.	TT LIVI			3. 1	NUMBER REQUIRED FOR DISPATCH					
04 AID 00N	DITIONING	<u> </u>			4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Park										
Sequence No.	Item	1	2	3	4 Bar					
20	Cabin Temperature Indicator				Incorporated into item 21-17 Revision 34a.					
21	Flight Deck Temperature Control Systems									
21-01	Automatic/Manual Controls (-100/-200/ -300/-500/-600/-700)									
21-01A		С	2	1						
21-01B		С	2	0	(O) May be inoperative provided left pack is not used.					
21-02	Primary/Back-up Modes									
21-02-01	(-400/-800/-900/ -900ER)	С	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally.					
21-02-02	(-400/-800)									
21-02-02A		С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.					
21-02-02B		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.					
					(Continued)					

AIRCRAFT:	VIATION ADMINISTRATIO				O. 59 PAGE NO.					
B	OEING B-737		DATE: 02/13/2017 21-45							
					E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
21. AIR CONDITIONING Sequence No. Items										
Sequence No.	Item	1	2	3	4	Bar				
21-02	Flight Deck Temperature Control Systems (Cont'd) Primary/Back-up Modes									
	(Cont'd)									
21-02-03	(-900/-900ER)									
21-02-03A		С	2	0	 (M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 					
21-02-03B		C	2	0	 (M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 					

U.S. DEPAR	TMENT OF TRANSPORT	IOITA	N		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATIO									
AIRCRAFT:	OEING B-737	RE'	EVISION NO. 59 PAGE NO. 21-46							
B	OLING B-737	BABAI								
MACONOMICS SUCCESSION STATES					E KEY CATEGORY					
SYSTEM & SEQUENCE	ITEM				BER INSTALLED					
NO.	I I CIVI			3.1	NUMBER REQUIRED FOR DISPATCH					
0.0000000000000000000000000000000000000	DITIONING	ļ.,			4. REMARKS OR EXCEPTIONS					
21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Char Ra										
22	Forward Outflow Valve	'		,	Bar					
22	(-100/-200/-300/-400/ -500, including STCs SA2969SO, ST01566LA, and ST01961SE)									
22A		С	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.					
22B		С	1	0	May be inoperative open provided both packs operate normally.					
22C		С	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL 200.					
23	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	С	1	0						
24 ***	Gasper Fan (-100/-200/ -300/-500/-600/-700)	D	1	0						
25	Water Separator Anti-Icing Systems (-100/-200/-300/-500/ -600/-700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.					
					(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION									
			-		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 59 PAGE NO.				
	BOEING B-737		DATE: 02/13/2017 21-47						
		MM	EL T	ABL	E KEY				
SYSTEM &		1. REPAIR CATEGORY							
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING		1	ı					
Sequence No.	Item	1	2	3	4 Change Bar				
26	Ground Preconditioned Air Connection Check Valve	С	1	0	May be inoperative closed.				
26-01	Analog Control System (-100/-200/-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 				
26-02	Digital Control System								
26-02-01	(-300/-400/-500)	С	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V				
FEDFRAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 59	PAGE NO.	
В	BOEING B-737				2/13/2017	21-48	
					E KEY CATEGORY		
SYSTEM &		1. [BER INSTALLI	FD	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	DITIONING						•
Sequence No.	Item	1	2	3	4		Change Bar
26	Ground Preconditioned Air Connection Check Valve (Cont'd)						
26-02	Digital Control System (Cont'd)						
26-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	1	0	a) Flight in unpresent b) Outflow 25% o	e inoperative provided: s conducted in an ssurized configuration, v valve is positioned to open position, and ulation fan(s) operates ally.	
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION								
FEDFRAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	Γ	
AIRCRAFT:	<u> </u>		VISIO	N NC	IO. 59	PAGE NO.		
BOEING B-737			DAT	E: 0	2/13/2017	21-49		
					E KEY			
SYSTEM &		1. F			CATEGORY	-n		
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH		
NO.				J. 1		OR EXCEPTIONS		
21. AIR CONI	DITIONING							
Sequence No.	Item	1	2	3	4		ange Bar	
26	Ground Preconditioned Air Connection Check Valve (Cont'd)					,	_	
26-02	Digital Control System (Cont'd)							
26-02-03	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	1	0	a) Flight i unpres b) Procect used to cargo empty only elequiprobe loa Away c) Outflow 25% of Recircum norma NOTE: Operation which inclus	w valve is positioned to open position, and ulation fan(s) operate ally. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST					
	VIATION ADMINISTRATIO										
AIRCRAFT: E	OEING B-737	RE		ON NO. 59 PAGE NO. TE: 02/13/2017 21-50							
		MM	EL T	ABL	E KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
21. AIR CONDITIONING Servence No. 1/2 2 4											
Sequence No.	Item	1	2	3	4	Bar					
26	Ground Preconditioned Air Connection Check Valve (Cont'd)										
26-02	Digital Control System (Cont'd)										
26-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 						
27	Electrical/Electronic Equipment Cooling Blowers										
27-01	Non-EFIS (-100/-200/ -300/-400/-500)	С	2	1	Except for ER operations, one may be inoperative.						
27-02	EFIS (-300/-400/-500)										
27-02-01	Supply Fans	С	2	1	Except for ER operations, one may be inoperative.						
27-02-02	Exhaust Fans	С	2	1	Except for ER operations, one may be inoperative.						
					(Continued)						

LLO DEDAD	TMENT OF TRANSPORT	A TIOI	\ I								
U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST						
	VIATION ADMINISTRATION	_	// 01:	<u> </u>							
AIRCRAFT:	SOEING B-737	RE			IO. 59 PAGE NO. 2/13/2017 21-51						
		мм	EL T	ABL	E KEY						
SYSTEM &			REP	AIR (CATEGORY						
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH						
NO.				0.1	4. REMARKS OR EXCEPTIONS						
21. AIR CON	21. AIR CONDITIONING										
Sequence No.	Item	1	2	3	4 Change Bar						
27	Electrical/Electronic Equipment Cooling Blowers (Cont'd)										
27-03	CDS (-600/-700/-800/ -900/-900ER)	В	4	3	 (M) One fan may be inoperative provided: a) All remaining fans are verified to operate normally, and b) Both low flow detectors are verified to operate normally. 						
28 ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.						
29 ***	Air Cleaner Purge Valves(-100/-200/-300)	С	2	0							
30 ***	Control Cabin Augmentation Fan (-200)										
30A		С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (49 degrees C).						
30B		С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (46 degrees C) if PDCS is installed and operates normally.						
					(Continued)						

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM FOLIPMENT LIST										
FEDERAL A	VIATION ADMINISTRATIO	NC			MASTE	R MINIMUM EQUIPMENT LIST					
AIRCRAFT:					IO. 59	PAGE NO.					
В		DATE: 02/13/2017 21-52									
		_	MMEL TABLE KEY 1. REPAIR CATEGORY								
SYSTEM &		1. F	ED.								
SEQUENCE	ITEM		2.1		BER INSTALLE	UIRED FOR DISPATCH					
NO.				•		OR EXCEPTIONS					
21. AIR CON	DITIONING										
Sequence No.	Item	1	2	3	4	Change Bar					
30 ***	Control Cabin Augmentation Fan (-200) (Cont'd)										
30C		С	1	0	seized provide a) One a operat b) OAT ro 100 de and	e inoperative with fan ed: ir conditioning pack tes normally, emains at or below egrees F (38 degrees C), ow heat operates normally.					
31	Recirculation Fan(s)										
31-01	(-300/-500)	С	1	0	operating whe	rative provided left pack is en OAT is above F (38 degrees C).					
31-02	(-400 and Pemco -400 COMBI)										
31-02A		С	2	1	pack is operat	be inoperative provided left ting when OAT is above F (38 degrees C).					
31-02B		С	2	0		rative provided OAT v 100 degrees F C).					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPOR	TATIOI	N				
EEDEDAI AV	VIATION ADMINISTRAT	ION			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINIOTRATI		VISIO	N NC	O. 59 PAGE NO.		
В	OEING B-737		DATE: 02/13/2017 21-53				
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				3.1	4. REMARKS OR EXCEPTIONS		
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4 Change Bar		
31	Recirculation Fan(s) (Cont'd)						
31-03	(-600/-700)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.		
31-04	(-800/-900/-900ER)						
31-04A		С	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).		
31-04B		С	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.		
31-04C		C	2	0	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.		
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	O. 59 PAGE NO.	
	OEING B-737				2/13/2017 21-54	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING		ı	1		101
Sequence No.	Item	1	2	3	4	Chan Bar
31	Recirculation Fan(s) (Cont'd)					
31-04	(-800/-900/-900ER) (Cont'd)					
31-04-01	(-800EF STC ST02000NY)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-04-02	(-900 With Greenpoint Technologies, Inc. Interior Installation G12111000-101 STC ST11040SE)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	
31-05	(-300QC/F, -400F) (STCs ST01566LA, SA2969SO, and SA2970SO Only)	С	1	0	May be inoperative in cargo configuration.	
31-05-01	(STC SA2970SO)	С	1	0	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).	

US DEPAR	TMENT OF TRANSPORT	ATIOI	N				
			•		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL A	VIATION ADMINISTRATION		/1010	A IAC	NO. 59 PAGE NO.		
	BOEING B-737	REVISION NO. 59 PAGE NO. 21-55					
		ММ	EL T	ABL	LE KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM	2. NUMBER INSTALLED					
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH		
21. AIR CON	IDITIONING	-			4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Change		
32	Pack Temperature	C	4	2	(O) One system (primary or standby) on		
32	Control System(s) (Electronic Pack/Zone Controller) (-400/-800/-900/ -900ER)		7		each pack may be inoperative provided remaining system on associated pack is checked to operate normally.		
33	Pack Temperature Control Valves (-400/-800/-900/ -900ER)						
33A		С	2	0	(O) May be inoperative closed provided associated Standby Pack Temperature Control Valve(s) is verified to operate normally.		
33B		С	2	0	 (M)(O) May be inoperative provided: a) Associated Temperature Control Valve is deactivated closed, and b) Associated Standby Pack Temperature Control Valve(s) is verified to operate normally. 		
33C		С	2	0	(M)(O) May be inoperative provided associated pack is not used.		

US DEPAR	TMENT OF TRANSPORTA	ATIOI	N							
			•		MASTER MINIMUM EQUIPMENT I	LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 59 PAGE NO.					
_	OEING B-737									
					E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH								
NO.			4. REMARKS OR EXCEPTIONS							
21. AIR CON	IDITIONING	'								
Sequence No.	Item	1	2	3	4	Change Bar				
34	Standby Pack Temperature Control Valves (-400/-800/-900/ -900ER)									
34A		С	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.					
34B		С	2	0	(M)(O) May be inoperative provided associated pack is not used.					
35	Trim Air Pressure Regulating and Shutoff Valve									
35-01	(-400/-800)	С	1	0	(M) May be inoperative secured closed.					
35-02	(-900/-900ER)	С	1	0	(M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).					
36	Trim Air Modulating Valves									
36-01	(-400/-800)									
36-01A		С	3	0	(M)(O) May be inoperative closed.	I				
					(Continued)					

AIRCRAFT:		N RE	/ISIC	ON N	O. 59 PAGE NO.				
В	OEING B-737				2/13/2017 21-57				
					E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED						
EQUENCE	ITEM		2. ľ		NUMBER REQUIRED FOR DISPATCH				
NO.				J. I	4. REMARKS OR EXCEPTIONS				
21. AIR CON	DITIONING				4. NEW THE ON EXCENTIONS				
Sequence No.	Item	1	2	3	4	Cha			
36	Trim Air Modulating Valves (Cont'd)								
36-01	(-400/-800) (Cont'd)								
36-01B		С	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.				
36-02	(-900/-900ER)								
36-02A		С	3	0	 (M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
36-02B		С	3	0	 (M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
37 ***	Outflow Valve Heater Gasket (-100/-200/ -300/-400/-500)	С	1	0					
38	Outflow Valve Position Indicator	С	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.				

<u>FEDERAL A</u> AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 59 PAGE NO.	
	BOEING B-737				2/13/2017 21-58	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
EQUENCE	ITEM		2. N		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
39	Trim Air Check Valves					В
	THIN THE CHOOK VAIVOO					
39-01	(-400/-800/-900/ -900ER)	С	2	1	(M) One may be inoperative provided associated valve is deactivated closed.	
40	Equipment Cooling					
+∪	Equipment Cooling Automatic Flow Control					
	Valve/Overboard					
	Exhaust Valve					
40-01	Analog Control System					
40-01	(-100/-200/-300/-400/ -500)					
40-01A		С	_	^	(NA)(O) May be inconcretive in ones	
40-01A		\ C	1	0	(M)(O) May be inoperative in open position provided flight is conducted in	
					an unpressurized configuration.	
40-01B		С	1	0	May be inoperative in closed position	
					provided both packs and for airplanes	
					with recirculation fan(s) installed are operated during ground taxi operations.	
40-02	Digital Control System				operated daring ground taxi operations.	
40-02-01	(-300/-400/-500)					
	(333/ 133/ 333/					
40-02-01A		С	1	0	(M)(O) May be inoperative in open	
					position provided:	
					 a) Flight is conducted in an unpressurized configuration, and 	
					b) Outflow valve is positioned to	
					25% open position.	
40 02 04 B		С	4	^	May be incorporative in closed position	
40-02-01B		C	1	0	May be inoperative in closed position provided both packs and for airplanes	
					with recirculation fan(s) installed are	
					operated during ground taxi operations.	
					ground taking ground taki oporationo.	
		1	1		1	

	IATION ADMINISTRATIO				MASTE	R MINIMUM EQUIPMENT LIST
		N			WINCOTE	IN MINIMUM EQUIPMENT LIS
AIRCRAFT:					O. 59	PAGE NO.
ВС	DEING B-737		DAT	E: 02	2/13/2017	21-59
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	=n
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				33555		OR EXCEPTIONS
21. AIR CONE	DITIONING					
	Item	1	2	3	4	Char Ba
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-02	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	1	0	position provide a) Flight unpresent b) Outflood 25% o	is conducted in an assurized configuration, w valve is positioned to spen position, and sultains fan(s) operate
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 59	PAGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	21-60
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLI	
SEQUENCE	ITEM		2. 1		UIRED FOR DISPATCH	
NO.				J. 1		OR EXCEPTIONS
21. AIR CON	DITIONING				1	
Sequence No.	Item	1	2	3	4	Change Bar
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (cont'd)					
40-02	Digital Control System (Cont'd)					
40-02-03	(-600/-700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	C	1	0	position provide a) Flight unpression procession provide a procession process	is conducted in an ssurized configuration, dures are established and to ensure lower forward compartment remains r, or is verified to contain mpty cargo handling ment, ballast (ballast may ided in ULDs), and/or Fly Kits, iw valve is positioned to open position, and culation fan(s) operate ally. ator MELs must define items are approved for ion in Fly Away Kits and materials can be used as
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	 N					
			-		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 59 PAGE NO.			
	BOEING B-737				2/13/2017 21-61			
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4 Change Bar			
40	Equipment Cooling Automatic Flow Control Valve/Overboard Exhaust Valve (Cont'd)							
40-02	Digital Control System (Cont'd)							
40-02-04	(-900/-900ER)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient air temperature does not exceed 103 degrees F (39 degrees C). 			
40-02-05	(-600/-700/-800/-900/ -900ER)	С	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally.			

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	IO. 59 PAGE NO.	
E	BOEING B-737		DAT	E: 0	2/13/2017 21-62	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		Z. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATC	ш
NO.				J. 1	4. REMARKS OR EXCEPTIONS	11
21. AI3 CON	IDITIONING				4. KEMIJAKKO GIVENOZI ITORIO	
Sequence No.	Item	1	2	3	4	Chai Ba
41	Door Area Heater Systems					
41-01 ***	Main Deck Cargo Door Heating Blankets/Systems (737C and -700C)	D	-	0		
41-02	Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/ -800/-900/-900ER)	D	-	0	(M) May be inoperative deactivated.	
41-03	Main Cargo Door Heater System (STC ST01566LA)	D	1	0	(M) May be inoperative in Quick Chacargo configuration.	nge
41-04 ***	Mid-Exit Door Area Heater System -900ER)	D	1	0	(M) May be inoperative deactivated.	
42	Equipment Cooling Low Flow Detector Systems (-600/-700/-800/-900/ -900ER)	В	2	1	(M)(O) One may be inoperative provi associated fans (supply or exhaust) a verified to operate normally.	
43	Equipment Cooling Air Filter (-600/-700/-800/ -900/-900ER)	С	1	0	(M) Equipment Cooling System may operated with filter removed.	be

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	T
AIRCRAFT:					IO. 59	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	21-63	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	E D	
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH					
NO.				3.5.5.5		OR EXCEPTIONS	
21. AIR CON	DITIONING		,				
Sequence No.	Item	1	2	3	4	Cha E	ange Bar
44	Fan Bypass Check Valves (-600/-700/-800/ -900/-900ER)						
44A		С	2	0	provided airpo	erative open/missing ort ambient temperature w 80 degrees F C).	
44B		С	2	0		erative open/missing for an operative pack.	
44C		D	2	1	provided pack	noperative open/missing k associated with remaining neck valve operates	
45	Air Distribution Riser Shutoff Valves (-700C)						
45-01	Passenger Configuration	С	2	0	(M) May be in are deactivate	noperative provided valves ed open.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION		/ 5 ()NI N	IO. 59 PAGE NO.	
_	BOEING B-737				2/13/2017 21-64	
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
126357995752270					4. REMARKS OR EXCEPTIONS	
21. AIR CON	T	1 .			1.	Chang
Sequence No.	Item	1	2	3	4	Bar
45	Air Distribution Riser Shutoff Valves (-700C) (Cont'd)					
45-02	Passenger and Cargo Configurations	С	2	0	 (M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	,
45-02-01	Right Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.	n
45-02-02	Left Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.	1

AIRCRAFT:	BOEING B-737	RE\			O. 59 PAGE NO.			
	DOEING D-737	BABAI	DATE: 02/13/2017 21-65 WMEL TABLE KEY					
CVCTENA 0					CATEGORY			
SYSTEM & SEQUENCE NO.	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
21 AIR COM	NDITIONING	, ,			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Chan			
46	Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE	D	1	0	May be inoperative provided compartment is not occupied.			
47 ***	Humidification System (-800EF STC ST02000NY)	С	3	0	May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.			
48 ***	Zonal Drying System (-800EF STC ST02000NY)	С	1	0	 (M) May be inoperative provided: a) Humidifiers are switched OFF, and b) Dryer/Humidifier power is removed. 			
49	Return Air Grille (-600/-700/-800/-900/ -900ER)	С	-	-	 (M) One may be broken or missing provided: a) Broken or missing grille is located within a designated area as defined by Boeing, and b) Grille is removed and replaced with a blanking plate. 			
50	Flight Deck Foot and Shoulder Heater Systems	С	4	0	May be inoperative provided flight deck temperature is acceptable to flightcrew.			
51 ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided associated air cleaner purge valve is deactivated closed.			

	VIATION ADMINISTRATION					ER MINIMUM EQUIPMENT	
AIRCRAFT:	OEING B-737	RE\			O. 59 2/13/2017	PAGE NO. 21-66	
		ММІ			E KEY		
					CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALL	.ED	
NO.	ITEM			3. N		UIRED FOR DISPATCH	
000000000000000000000000000000000000000		1			4. REMARKS	S OR EXCEPTIONS	
21. AIR CON		1 .			Ι.		Chang
Sequence No.	Item	1	2	3	4		Bar
52 *** 52-01	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31-1435)	С	2	1	May be inone	erative provided IDU	
32 0 1	Fans		-	•	COOLIN	G OFF light operates	
52-02	IDU Cooling Off Light	C	1	0	a) Norm coolir and b) IDU c	noperative provided: al and alternate IDU ng fans operate normally, cooling fan warning system ified to operate normally.	

U.S. DEPARTMENT OF TRANSPOR	OITAT	V		
FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: BOEING B-737				IO. 58 PAGE NO. 0/10/2015 22-1
	ММІ	EL T	ABL	E KEY
SYSTEM & SEQUENCE ITEM NO.		REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
05.5794-0507				4. REMARKS OR EXCEPTIONS
22. AUTOFLIGHT	<u> </u>			Change
Sequence No. Item	1	2	3	4 Change Bar
01 Autopilot Systems				
01A	С	-	1	Maybe inoperative provided approach minimums do not require its use.
01B	В	-	0	Except for ER operations, may be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flight crew. NOTE1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems. NOTE2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).
				(Continued)

SYSTEM & SEQUENCE NO. 22. AUTOFLIC Sequence No.	DEING B-737	ММ	DAT	_	IO. 58 PAGE NO. 22-2	
SEQUENCE NO. 22. AUTOFLIC Sequence No.	ITEM		EL T			
SEQUENCE NO. 22. AUTOFLIC Sequence No.	ITEM	1. F			E KEY	
SEQUENCE NO. 22. AUTOFLIC	ITEM				CATEGORY	
22. AUTOFLIC			2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
Sequence No.				3. 1	4. REMARKS OR EXCEPTIONS	
-	GHT				I I I Z I I I I I I I I I I I I I I I I	
01	Item	1	2	3	4	Chan Bai
	Autopilot Systems (Cont'd)					
01-01	Control Wheel Autopilot Disconnect Switches					
01-01A		С	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and, b) Approach minimums do not require use of autopilot.	
01-01B		В	2	0	May be inoperative provided autopilot is not used.	
01-02 ***	Autopilot Disengage Bar	С	1	0		
02	Autopilot Disengaged Warning System					
02-01	Lights					
02-01A		С	2	1	One may be inoperative when autopilot is used in any axis.	
02-01B		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.	
02-02 ***	Aural Warning	С	1	0	May be inoperative provided approach minimums do not require its use.	

AIRCRAFT:	VIATION ADMINISTRATION OEING B-737				NO. 58 PAGE NO. 10/10/2015 22-3			
	DEING B-131	BABAI	MMEL TABLE KEY					
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
100000000000000000000000000000000000000		1			4. REMARKS OR EXCEPTIONS			
22. AUTOFL Sequence No.	IGHI	1	2	3	4	Ch		
03	Yaw Damper	'		3	4	E		
03-01	(-100/-200/-300/-400/ -500)							
03-01-01	Without Rudder Pressure Reducer System installed	С	1	0	(O) May be inoperative provided yaw damper switch remains OFF.NOTE: Refer to AFM Limitations for SP-77 autopilot.			
03-01-02	With Rudder Pressure Reducer System installed							
03-01-02A		С	1	0	 a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is verified to operate normally. 			
					NOTE: Refer to AFM Limitations for SP-77 autopilot.			
03-01-02B		С	1	0	(M)(O) May be inoperative provided yaw damper is deactivated.			
					NOTE: Refer to AFM Limitations for SP-77 autopilot.			
03-02	(-600/-700/-800/-900/ -900ER)	С	1	0	(O) May be inoperative provided yaw damper switch remains off.			
03-03 ***	Yaw Damper Indicator	С	1	0				

FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 58	PAGE NO.	
B	SOEING B-737				0/10/2015	22-4	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
22. AUTOFL	IGHT						
Sequence No.	Item	1	2	3	4		Change Bar
04 ***	Autothrottle System	С	1	0		erative provided approach not require its use.	
05	Mach Trim Systems	С	-	0	a) AFM I and b) Mach	e inoperative provided: imitations are observed, trim actuator is verified to null/uncommanded elevator on.	
05-01	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	provided: a) Rema verifie	be inoperative deactivated ining Mach trim system is ad to operate normally, and trim fail light operates ally.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.	
	30EING B-737		DAT	E: 10	0/10/2015 22-5	
					E KEY	
SYSTEM &		1. F	_		CATEGORY	
EQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH	
22. AUTOFL	ICUT	1			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
						В
06	SP-77/SP-177/SP-300/ Collins Flight and Approach Mode Annunciations	С	-	0	Individual mode annunciations may be inoperative provided associated system modes are not used.	
06-01 ***	SP-177/SP-300 Annunciator Panels (-200/-300/-400/-500)					
06-01A		С	2	1	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.	
06-01B		С	2	0	May be inoperative provided associated systems are not used.	
					NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.	
06-02	SP-77 Approach Progress Displays (-100/-200)					
06-02A		С	2	1	One may be inoperative provided approach minimums do not require their use.	
06-02B		С	2	0	May be inoperative provided associated system modes are not used.	

AIRCRAFT:	VIATION ADMINISTRATIO		/ SI)N N	O. 58 PAGE NO.	
	OEING B-737	``_			0/10/2015 22-6	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
2012 (1865) (1707)					4. REMARKS OR EXCEPTIONS	
22. AUTOFL		T 4			la	Chan
Sequence No.	Dual Angle of Attack	1	2	3	4	Bar
07 ***	Dual Angle of Attack Sensors/Stall Warning System Sensors/Alpha Vanes (-100/-200/-300/ -400/-500)					
07-01	SP-177	С	2	1	 (M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 	
07-02	SP-300	С	2	1	 (M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 	
08 ***	Autothrottle Disengage Lights					
08A		С	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their use.	
08B		С	2	0	May be inoperative provided autothrottle is not used.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 58 PAGE NO.
Е	BOEING B-737		DAT	E: 1	0/10/2015 22-7
					E KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.		,		1,000,000	4. REMARKS OR EXCEPTIONS
22. AUTOFL	T	ı	ı	ı	Change
Sequence No.	Item	1	2	3	4 Bar
09	Speed Trim Fail Light System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	(M) May be inoperative provided speed trim system is verified to operate normally.
10	Speed Trim System (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	 (M) One may be inoperative deactivated provided: a) Remaining speed trim system is verified to operate normally, and b) Speed trim fail light operates normally.
11	STAB OUT OF TRIM Light	В	1	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
12 ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	С	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.
13 ***	Automatic Thrust Restoration (ATR) System (-300)	С	1	0	May be inoperative unless procedures require its use.
14	Mode Control Panel Selectors (-200/-300/ -400/-500/-600/-700/ -800/-900/-900ER)				
14-01 ***	V/S Selector (DOWN, UP)	С	1	0	May be inoperative provided procedures do not require its use.
14-02 ***	Bank Angle Selector (10, 15, 20, 25, 30)	С	1	0	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N						
			-		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 58 PAGE NO.				
	BOEING B-737		DATE: 10/10/2015 22-8						
				E KEY					
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				0.1	4. REMARKS OR EXCEPTIONS				
22. AUTOFLIGHT									
Sequence No.	Item	1	2	3	4 Change Bar				
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)								
15-01	A/P CWS Engage Switches	С	2	0					
15-02	A/P CMD Engage Switches								
15-02A		С	2	1	Maybe inoperative provided approach minimums do not require its use.				
15-02B		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not use.				
15-03 ***	Autothrottle Arm Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
15-04 ***	A/T SPEED Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
15-05 ***	F/D Switches	С	2	0	May be inoperative provided approach minimums do not require flight director use.				
15-06 ***	IAS/MACH Change Over Switch	С	1	0					
					(Continued)				

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC)N N	O. 58 PAGE NO.
	OEING B-737			0/10/2015 22-9	
		ABL	E KEY		
SYSTEM &		1. F	REP/	AIR (CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
22. AUTOFL	IGHT				4. NEMARKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Change Bar
15	Mode Control Panel Switches/Paddles (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER) (Cont'd)				
15-07 ***	APP Switch	С	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.
15-08 ***	EPR/N1, LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	С	-	0	May be inoperative provided enroute operations do not require their use.
15-09 ***	SPD INTV, PDC, and ALT INTV Switches	С	-	0	
16	Mode Control Panel Windows				
16-01 ***	Vertical Speed (VERT SPEED) (-200/-300/-400/-500/ -600/-700/-800/-900/ -900ER)	С	1	0	May be inoperative provided procedures do not require its use.
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT)				
16-02-01	Airspeed (IAS/MACH)	С	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.
					(Continued)

					MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC)N N	IO. 58 PAGE NO.			
_	BOEING B-737		DATE: 10/10/2015 22-10					
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
22. AUTOFL	IGHT	1			4. NEWAKKO OK EXCELLIONO			
Sequence No.	Item	1	2	3	4 Chang Bar			
16	Mode Control Panel Windows (Cont'd)							
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT) (Cont'd)							
16-02-02	Heading (HEADING)	С	1	0	May be inoperative and associated selector used provided selected heading indications operate normally.			
16-02-03	Vertical Speed (VERT SPEED)	С	1	0	May be inoperative provided procedures do not require its use.			
16-02-04	Vertical Speed (VERT SPEED (-600/-700/ -800/-900/-900ER)	С	1	0	May be inoperative and associated selector used provided selected vertical speed indications operate normally.			
16-02-05	Altitude (ALTITUDE) (-600/-700/-800/-900/ -900ER)	С	1	0	May be inoperative and associated selector used provided selected altitude indications operate normally.			
16-02-06	Course (COURSE)	С	2	0	May be inoperative and associated selector used provided selected course indications operate normally.			
					(Continued)			

FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS
AIRCRAFT:	SOEING B-737	RE'			IO. 58 0/10/2015	PAGE NO. 22-11
	DOLING B-737	BABA			E KEY	22-11
SYSTEM & SEQUENCE	ITEM		REPA	AIR (NUM		
NO.				3. ľ		UIRED FOR DISPATCH S OR EXCEPTIONS
22. AUTOFL	IGHT			1	,	
Sequence No.	Item	1	2	3	4	Chai Ba
16	Mode Control Panel Windows (Cont'd)					·
16-02	(EFIS/PFD/ND) (-300/-400/-500/-600/ -700/-800/-900/-900ER) (Includes STC ST03355AT) (Cont'd)					
16-02-07	Window Lighting	В	1	0	a) Selection operated b) Selection operated c) Selection operated b) Selection operated e) Selection operated b) Selection operated	erative provided: ted airspeed indications te normally, ted heading indications te normally, ted vertical speed tions operate normally, ted altitude indications te normally, and ted course indications te normally.
17	Takeoff/Go-Around (TO/GA) Switches					
17A		С	2	1		inoperative provided nimums do not require its
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					IO. 58	PAGE NO.			
В	OEING B-737		DATE: 10/10/2015 22-12						
W-4004000000000000000000000000000000000		_			E KEY CATEGORY				
SYSTEM &	ITEM	2. NUMBER INSTALLED							
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH			
22. AUTOFL	CHT	<u></u>			4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chan Bar			
17	Takeoff/Go-Around (TO/GA) Switches (Cont'd)								
17B		С	2	0	a) Both t manua b) Autop not us Desce whiche NOTE: Flight winds availa	erative provided: hrust levers are operated ally for takeoff, and ilot and Flight Director are sed below Minimum ent Altitude or 500 feet, ever is higher. director go-around and hear guidance are not ible with both TO/GA nes inoperative.			
18 *** 18-01	Mode Control Panel Switch Lights Autopilot Engage Switch					·			
	Lights								
18-01-01	CWS	С	2	0					
18-01-02	CMD								
18-01-02A		С	2	1					
18-01-02B		В	2	0	(O) Except fo	r ER operations, may be			
16-01-02В		В	2	U		rovided autopilots are not			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATIO									
AIRCRAFT:	SOEING B-737	REVISION NO. 58 DATE: 10/10/2015								
		ММ			-E KEY					
					CATEGORY					
SYSTEM &	ITEM				IBER INSTALLED					
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH					
200000000000000000000000000000000000000					4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT										
Sequence No.	Item	1	2	3	4 Change Bar					
18 ***	Mode Control Panel Switch Lights (Cont'd)									
18-02	Mode Selector Switch Lights	С	-	0						
18-03	A/T ARM Switch Light	С	1	0						
19	Thrust Mode Annunciator/Thrust Mode Display (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	May be inoperative provided thrust mode limits are observed.					
20	Automatic Landing System									
20-01 ***	Fail Passive	С	1	0	May be inoperative provided approach minimums do not require its use.					
20-02 ***	Fail Operational (LAND 3) (-600/-700/ -800/-900/-900ER)	С	1	0	May be inoperative provided approach minimums do not require its use.					
20-03 ***	AUTOLAND Light									
20-03A		С	2	0	(O) May be inoperative provided alternate procedures are established and used.					
20-03B		D	2	0	May be inoperative provided procedures do not require its use.					

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTED MINIMUM FOLUDIATION				
FEDERAL A	VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 02/13/2017 23-1				
		ММ	EL T	ABL	LE KEY				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
23. COMMUNICATIONS									
Sequence No.	Item	1	2	3	4 Change Bar				
01	Flight Deck Speakers								
01-01	Airplanes with Audio Accessory Unit								
01-01-01A		В	-	0	May be inoperative provided: a) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, and b) TCAS audio is considered inoperative, and c) TAWS (GPWS) advisory callouts are considered inoperative.				
01-01-01B		C	-	0	 (O) Maybe inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally, and c) Aural alert voices, TCAS, TAWS (GPWS) are verified to operate normally. 				
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 59 PAGE NO.						
В	SOEING B-737	DATE: 02/13/2017 23-2						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
23. COMMUI		T 4		١,	Ta	Chan		
01 ***	Flight Deck Speakers (Cont'd) Airplanes with Remote	1	2	3	4	Bai		
01-02 01-02A	Electronics Unit	В	-	0	May be inoperative provided: a) Headset earphones or headphones associated with			
					inoperative speaker(s) are installed and operate normally, and b) TCAS audio is considered inoperative, c) TAWS (GPWS) advisory callouts area considered inoperative, and d) Altitude Alert Tone is considered inoperative.			
01-02B		С	-	0	 (M)(O) May be inoperative provided: a) Procedures so not require its use, and b) Headset or earphones associated with inoperative speaker(s) are installed and operate normally, and c) Aural alert voices, TCAS, GPWS, Altitude Alert, are verified to operate normally. 			

U.S. DEPAR	TMENT OF TRANSPOR	TATIOI	N		MASTER MINIMUM EQUIPMENT LIST						
	VIATION ADMINISTRAT										
AIRCRAFT:	BOEING B-737	RE'			NO. 59 PAGE NO.						
	DOEING D-737		DATE: 02/13/2017 23-3								
					LE KEY CATEGORY						
SYSTEM &		1. 1			MBER INSTALLED						
SEQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH						
NO.				0000000	4. REMARKS OR EXCEPTIONS						
23. COMMU	23. COMMUNICATIONS										
Sequence No.	Item	1	2	3	4 Change Bar						
02	Passenger Address System (Includes STC ST10238SC)										
02-01	Passenger Configuration										
02-01A		В	1	0	 (O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that 						
02-01B		С	1	0	operates normally may be used. (O) May be inoperative provided: a) PA not required by 14 CFR, and						
					 b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. 						
					NOTE: Any station function(s) that operates normally may be used.						
02-01-01	Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate procedures are established and used.						
02-01-02	Cabin Speakers	С	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.						
					(Continued)						

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 59 PA	AGE NO.			
	BOEING B-737	. _			2/13/2017	23-4			
		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
23. COMMUNICATIONS Service of the s									
Sequence No.	Item	1	2	3	4	Char Ba			
02-02	Passenger Address System (Includes STC ST10238SC) (Cont'd) Cargo Configuration (Courier/Supernumerary								
	Address System)								
02-02A		С	1	0	(O) May be inope alternate, normal procedures and/o are established a	and emergency or operating restrictions			
02-02B		D	1	0	May be inoperative do not require its	ve provided procedures use.			
02-02-01	Lavatory Speakers								
02-02-01A		С	1	0	(O) May be inope alternate procedu and used.	erative provided ures are established			
02-02-01B		D	1	0	May be inoperative do not require its	ve provided procedures use.			

<u>FEDERAL A</u> AIRCRAFT:	VIATION ADMINISTRATION		/ כור	7111	O. 59 PAGE NO.					
_	BOEING B-737	KE'			O. 59 PAGE NO. 2/13/2017 23-5					
		MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
23. COMMUNICATIONS										
Sequence No.	Item	1	2	3	4 Cr					
03	Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.					
03-01 ***	VHF Comm Control Panels	С	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.					
03-01-01 ***	Active Frequency Light	С	-	0						
03-01-02	Frequency Transfer Switch									
03-01-02A		С	-	0	May be inoperative provided associated VHF active frequency can be selected.					
03-01-02B		D	-	-	May be inoperative provided associated VHF radio is considered inoperative.					
03-01-03	Frequency Selector Knob	С	-	2						
03-01-04	Frequency Indication	С	-	2						
03-02 ***	Radio Tuning Panels	С	3	2	One may be inoperative provided left radio tuning panel operates normally.					
03-02-01	Off-Side Tuning Light	С	-	0						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	OEING B-737		_		IO. 59 2/13/2017	PAGE NO. 23-6	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
23. COMMUI	MICATIONS	<u></u>			4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
04	Crewmember	'		3	4		Bar
04	Interphone System						
04-01	Passenger Configuration						
04-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	a) Flight of operate of cabe b) Alternate proceed flight a estable	deck to cabin and cabin to deck interphone functions te normally on at least 50% in handsets, and ate communications dures between affected attendant station(s) are ished and used.	I
04-01-02	Cabin to Cabin Function					tation function(s) that tes normally may be used.	
04-01-02A	Cabin to Cabin Function	В	2	0	alternate combetween affect station(s) are	roperative provided amunications procedures cted flight attendant established and used. tation function(s) that te normally may be used.	
					(Continued)		

	U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:					IO. 59	PAGE NO.				
В	OEING B-737		DAT	E: 0	2/13/2017	23-7				
					E KEY					
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED								
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH				
NO.						OR EXCEPTIONS				
23. COMMUI	NICATIONS									
Sequence No.	Item	1	2	3	4		Change Bar			
04	Crewmember Interphone System (Cont'd)									
04-01	Passenger Configuration (Cont'd)									
04-01-02	Cabin to Cabin Function (Cont'd)									
04-01-02B		В	-	-	a) Cabin function least 5 b) Alternation proceed flight a estable NOTE: Any stable function for the control of	operative provided: to cabin interphone ons operate normally on at 50% of cabin handsets, and ate communications dures between affected attendant station(s) are ished and used. tation function(s) that tes normally may be used.				
1					(Continued)					

M	RE۱	/ISIC	JVI VI			
		DAT		O. 59 2/13/2017	PAGE NO. 23-8	
1	ИМЕ	EL T	ABL	E KEY		
1	1. F			CATEGORY		
И		2. 1		BER INSTALLI		
			3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
	<u></u>	<u> </u>		4. INLIVIATING	ON EXCEPTIONS	
	1	2	3	4		Change Bar
/stem						
(Cont'd)						
Ground udes ns)						
et erating R 121						
	С	1	0	ground/groun may be inope a) Alterna establ b) Nose	erphone flight deck to d to flight deck function rative provided: ate procedures are ished and used, and gear/forward fuselage e interphone jack operates ally.	
	C	1	0	ground/groun may be inope a) Alterna establ b) Nose	aterphone flight deck to d to flight deck function crative provided: ate procedures are ished and used, and gear/forward fuselage flight none jack operates ally.	

U.S. DEPART	TMENT OF TRANSPORT	ATIOI	N							
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST				
AIRCRAFT:					O. 59	PAGE NO.				
В	OEING B-737		DATE: 02/13/2017 23-9							
			MMEL TABLE KEY 1. REPAIR CATEGORY							
SYSTEM &		2. NUMBER INSTALLED								
SEQUENCE NO.	ITEM		1			UIRED FOR DISPATCH				
				(5) (5) (5)	4. REMARKS	OR EXCEPTIONS				
23. COMMUN			1			Change				
	Item	1	2	3	4	Change Bar				
04	Crewmember Interphone System (Cont'd)									
04-01	Passenger Configuration (Cont'd)									
04-01-03	Flight Deck to Ground Function (Includes CALL functions) (Cont'd)									
04-01-03-01	Large Turbojet Airplanes Operating Under 14 CFR 121 (Cont'd)									
04-01-03-01C		В	-	0		operative provided edures are established				
04-01-03-02	All Other Aircraft/Operations									
04-01-03-02A		С	-	0		operative provided edures are established				
04-01-03-02B		D	-	0	May be inoped do not require	rative provided procedures its use.				
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	<u>N_</u>			IVIASTEN WIINIIVIOVI EQUIFIVIENT LIST
AIRCRAFT:	OFINO D 707	RE'			NO. 59 PAGE NO.
В	OEING B-737				02/13/2017 23-10
		_			LE KEY CATEGORY
SYSTEM &		1. 1			IBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
203799512579					4. REMARKS OR EXCEPTIONS
23. COMMUN	I	ı		ı	Chan
Sequence No.	Item	1	2	3	4 Chan Bai
04	Crewmember Interphone System (Cont'd)				
04-02	Cargo Configuration				
04-02-01	Flight Deck to Cabin, Cabin to Flight Deck Functions				
04-02-01A		С	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions
04-02-01B		D	-	0	are established and used. May be inoperative provided procedures do not require its use.
04-02-02	Cabin to Cabin Function	D	-	0	
04-02-03	Flight Deck to Ground Function (Includes CALL functions)				
04-02-03-01	Large Turbojet Airplanes Operating Under 14 CFR 121				
04-02-03-01A		С	1	0	 (O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.

AIRCRAFT: B SYSTEM & SEQUENCE NO.	OEING B-737	RE'	VISIO	A IAC	IO. 59 PAGE NO.
SYSTEM & SEQUENCE	DOLING B-131		ΠΔΤ		2/13/2017 23-11
SEQUENCE		BABA			.E KEY
SEQUENCE		_			CATEGORY
	ITEM		_		BER INSTALLED
110.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
23. COMMUN					Chan
Sequence No.	Item	1	2	3	4 Chan Bar
04	Crewmember Interphone System (Cont'd)				
04-02	Cargo Configuration (Cont'd)				
04-02-03	Flight Deck to Ground Function (Includes CALL functions) (Cont'd)				
04-02-03-01B		С	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.
04-02-03-01C		В	-	0	(O) May be inoperative provided alternate procedures are established and used.
04-02-03-02	All Other Aircraft/Operations				
04-02-03-02A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.
04-02-03-02B		D	-	0	May be inoperative provided procedures do not require its use.

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BOEING B-737	KE					
	ММІ					
ITEM		2. 1	MUN	BER INSTALL	.ED	
TT LIVI			3. N			
NICATIONS				4. REMARKS	S OR EXCEPTIONS	
	1	2	3	4		Chan
	-	_				Bai
Interphone System (Cont'd)						
For an Operator other than a holder of an Air-carrier or Commercial Operator Certificate.						
Flight Deck to Cabin, Cabin to Flight Deck Functions						
	С	-	0	alternate, nor procedures a	rmal and emergency and/or operating restrictions	
	D	-	0		•	8
Cabin to Cabin Function	D	-	0			
Cabin Attendant(s) Inter-Cabin Phone System						
	(Cont'd) For an Operator other than a holder of an Air-carrier or Commercial Operator Certificate. Flight Deck to Cabin, Cabin to Flight Deck Functions Cabin to Cabin Function Cabin Attendant(s) Inter-Cabin Phone	MICATIONS Item 1 Crewmember Interphone System (Cont'd) For an Operator other than a holder of an Air-carrier or Commercial Operator Certificate. Flight Deck to Cabin, Cabin to Flight Deck Functions C Cabin to Cabin Function Cabin Attendant(s) Inter-Cabin Phone	MMEL T ITEM ITEM	MMEL TABL ITEM I	ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALL 3. NUMBER REC 4. REMARKS 4. RE	MMEL TABLE KEY 1. REPAIR CATEGORY 23-12

SYSTEM & SEQUENCE NO. 23. COMMUI Sequence No. 06	T	ММ	DAT EL T REPA	E: 0	IO. 59 PAGE NO. 23-13 E KEY	
SEQUENCE NO. 23. COMMUI Sequence No. 06	NICATIONS	_	REP/		E KEY	
SEQUENCE NO. 23. COMMUI Sequence No. 06	NICATIONS	1. F		AIR (
SEQUENCE NO. 23. COMMUI Sequence No. 06	NICATIONS		2. 1		CATEGORY	
NO. 23. COMMU Sequence No. 06	NICATIONS				BER INSTALLED	
23. COMMU Sequence No.	T			3.1	NUMBER REQUIRED FOR DISPATCH	
Sequence No.	T				4. REMARKS OR EXCEPTIONS	
06		1 -	l .			Chang
	Item	1	2	3	4	Bar
	Selective Call System (SELCAL)					
06A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
06B		D	1	0	May be inoperative provided procedures do not require its use.	
06-01	Channels					
06-01A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
06-01B		D	-	0	May be inoperative provided procedures do not require its use.	
07	Flight Interphone System					
07-01	Flight Deck Intercom				Deleted in Revision 33, relief incorporated into Item 25-11.	
07-02	Flight Deck to Ground				Deleted in Revision 45, relief incorporated into Item 23-4.	
08	Forward Observer's Audio Selector Panel				Deleted in Revision 33, relief incorporated into Item 25-11.	

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIC		// © /	וא ואר	IO. 59 PAGE NO.	
	BOEING B-737	VE			2/13/2017 PAGE NO. 23-14	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS	1			4. KEMAKKO OK EXCELLIONS	
Sequence No.	Item	1	2	3	4	Chang
09	ACARS System					
*** 09A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
09B		D	1	0	NOTE: Any portion of system that operates normally may be used. May be inoperative provided procedures	
035			'		do not require its use.	
					NOTE: Any portion of system that operates normally may be used.	
09-01	ACARS Printer	D	-	0		
09-02	FMC Interface Function					
09-02A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any portion of system that operates normally may be used.	
09-02B		D	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: Any portion of system that operates normally may be used.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
FEDERAL A'	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT	LIS I	
AIRCRAFT:			VISIO	N NC	IO. 59	PAGE NO.		
В	BOEING B-737		DAT	E: 0	2/13/2017	23-15		
		_	MMEL TABLE KEY					
SYSTEM &		1. F			CATEGORY	-		
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH		
NO.				J. 1		OR EXCEPTIONS		
23. COMMUI	NICATIONS	<u> </u>			11.112.113.11.11.12	01(2/(02) 1101(0		
Sequence No.	Item	1	2	3	4		Change Bar	
10	Cockpit Voice Recorder System (CVR)							
10-01	Aircraft without Recorder Independent Power Supply (RIPS)	A	1	0	a) Flight operated b) Repair 3 flight NOTE: An inconse	erative provided: Data Recorder (FDR) tes normally, and rs are made within t days. pperative ACARS could a a CVR fault, refer to L 23-09.		
10-02	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/-900ER)	A	1	0	(M) May be in a) Flight operated b) RIPS and control a	noperative provided: Data Recorder (FDR) tes normally, circuit breaker is pulled collared, minute interval after pulling c/b is achieved before ture, and rs are made within t days. R is inoperative with the S c/b pulled and collared. noperative ACARS could se a CVR fault, refer to EL 23-09.		
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO				O. 59 PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017 23-16	
		_			E KEY	
SYSTEM & SEQUENCE	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
23. COMMUI	NICATIONS					
Sequence No.	Item	1	2	3	4	Chang Bar
10	Cockpit Voice Recorder System (CVR) (Cont'd)					
10-02 ***	Aircraft with Recorder Independent Power Supply (RIPS) (-600/-700/-800/-900/ -900ER) (Cont'd)					
10-02-01	Recorder Independent Power Supply (RIPS)					
10-02-01A		С	1	0	(M) May be inoperative provided:a) CVR operates normally, andb) RIPS battery is removed.	
10-02-01B		A	1	0	 (M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally. b) RIPS battery is removed. c) Repairs are made within 3 flight days. 	I

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	וא ואר	IO 50	PAGE NO.	
	OEING B-737		REVISION NO. 59 DATE: 02/13/2017			23-17	
		ММ			E KEY		
		_			CATEGORY		
SYSTEM &	ITEN4				BER INSTALLI	ED	
SEQUENCE NO.	ITEM			3. N	NUMBER REQ	UIRED FOR DISPATCH	
2000000000					4. REMARKS	OR EXCEPTIONS	
23. COMMUI	NICATIONS	<u> </u>	1		T		Change
Sequence No.	Item	1	2	3	4		Bar
11 ***	High Frequency (HF) Communication System (Includes STCs ST02959AT and ST01837LA)						
11A		D	-	-		s of those required by be inoperative.	
11B		С		1	conducting op LRCS provide a) Aircraft operat b) SATV availal intend c) The IC (as red comm status d) Alterna	be inoperative while perations that require two ed: It SATVOICE system tes normally, OICE services are ble as a LRCS over the ed route of flight, CAO flight plan is updated quired) to notify ATC of the unications equipment of the aircraft, and ate procedures are ished and used.	

SEQUENCE NO. 23. COMMUNICATIONS Sequence No. Item	SYSTEM & SEQUENCE NO. 23. COMMUNICATIONS Sequence No. Item 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs 12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by		EL T	⊏ ∶ 0:	12/13/2017 23-18
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. COMMUNICATIONS Sequence No. Item	SEQUENCE NO. 23. COMMUNICATIONS Sequence No. Item 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs 12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by				
SYSTEM & SEQUENCE NO. ITEM 3. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. COMMUNICATIONS Sequence No. Item 1 2 3 4 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTS D Any in excess of those required by 14 CFR may be inoperative or missing. 12-02 Fixed ELTS 12-02-01 Required by 14 CFR 12-02-01A A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR 12-02-02A D (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	SEQUENCE NO. 23. COMMUNICATIONS Sequence No. Item 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs 12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by	1. [
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. COMMUNICATIONS Sequence No. Item	NO. 23. COMMUNICATIONS Sequence No. Item 12				
23. COMMUNICATIONS Sequence No. Item 1 2 3 4 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs D - Any in excess of those required by 14 CFR may be inoperative or missing. 12-02 Fixed ELTs 12-02-01 Required by 14 CFR 12-02-01A A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR 12-02-02 Not Required by 14 CFR 12-02-02 Not Required by 14 CFR D (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D Any in excess of those required by	23. COMMUNICATIONS Sequence No. Item 12		2. 1		
23. COMMUNICATIONS Sequence No. Item 1 2 3 4 12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs D Any in excess of those required by 14 CFR may be inoperative or missing. 12-02 Fixed ELTs 12-02-01 Required by 14 CFR 12-02-01A A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR 12-02-03 Not Required by 14 CFR 12-03-04 Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-03-04 Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	Sequence No. Item 12			J. 1	
12 Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs D Any in excess of those required by 14 CFR may be inoperative or missing. 12-02 Fixed ELTs 12-02-01 Required by 14 CFR 12-02-01A A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR 12-02-02A D (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D Any in excess of those required by	Emergency Locator Transmitter (ELT) 12-01 Survival Type ELTs 12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by				I I I I I I I I I I I I I I I I I I I
Transmitter (ELT) 12-01 Survival Type ELTs D Any in excess of those required by 14 CFR may be inoperative or missing. 12-02 Fixed ELTs 12-02-01 Required by 14 CFR A - 0 (M) May be inoperative provided:	Transmitter (ELT) 12-01 Survival Type ELTs 12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by	1	2	3	4
12-02 Fixed ELTs 12-02-01 Required by 14 CFR A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01 Not Required by 14 CFR 12-02-02 Not Required by 14 CFR D - (M) Any in excess of those required by 14 CFR may be inoperative or missing. 14 CFR may be inoperative or missing. 16 (M) May be inoperative provided: a) System is deactivated and b) Repairs are made within 90 days. 12-02-02 Not Required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B	12-02 Fixed ELTs 12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by				
12-02-01 Required by 14 CFR A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by	12-02-01 Required by 14 CFF 12-02-01A 12-02-01B 12-02-02 Not Required by	D	-	-	
12-02-01A A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by	12-02-01A 12-02-01B 12-02-02 Not Required by				
a) System is deactivated, and b) Repairs are made within 90 days 12-02-01B A - 0 May be missing provided repairs are made within 90 days. 12-02-02 Not Required by 14 CFR D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by	12-02-01B 12-02-02 Not Required by	R			
made within 90 days. 12-02-02 Not Required by 14 CFR D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by	12-02-02 Not Required by	A	-	0	a) System is deactivated, and
12-02-02A D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by		A	-	0	
14 CFR may be inoperative provided system is deactivated. 12-02-02B D - Any in excess of those required by					
	12-02-02A	D	-	-	14 CFR may be inoperative provided
	12-02-02B	D	-	-	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
					MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAGE NO.	
_	OEING B-737				2/13/2017 23-19	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
23. COMMUN	NICATIONS					
Sequence No.	Item	1	2	3	4	Change Bar
13	Flightcrew Audio Selector/Control Panels	A	2	1	 (O) Either Captain's or First Officer's audio control panel may be inoperative provided: a) Optional AUDIO transfer switch is installed and operates normally, b) Primary observer's audio control panel is located on aft electronics panel and operates normally, and c) Repairs are made within 2 flight days. 	
13-01 ***	AUDIO Transfer Switch	С	1	0		
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
14-01	Headset Boom Microphones					
14-01A		A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	1
14-01B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
					(Continued)	

	TMENT OF TO AND DOOR							
U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIS	ST		
	VIATION ADMINISTRATIO							
AIRCRAFT:	OEING B-737	RE\			O. 59 PAGE NO. 2/13/2017 23-20			
	OCING 6-737	BABAI	DATE: 02/13/2017 23-20 MMEL TABLE KEY					
					CATEGORY			
SYSTEM &	ITEM.	١. ١			BER INSTALLED			
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH			
120.8786.072.570	W. A. T. C. V. C.	,	,		4. REMARKS OR EXCEPTIONS			
23. COMMUI		l ,	l .		I . I Ch	nange		
Sequence No.	Flight Dook Hoodoots	1	2	3		Bar		
14	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)							
14-02	Headset Earphones/Headphones							
14-02A		С	-	1	Either captains or first officer's headset may be inoperative provided associated flight deck speaker operates normally			
14-02B		D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
14-03	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.			
15 ***	Pre-recorded Passenger Announcement System							
15A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
15B		D	1	0	May be inoperative provided procedures do not require its use.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N		
					MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	NO. 59 PAGE NO.
	BOEING B-737				02/13/2017 23-21
		ММІ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
100000000000000000000000000000000000000	NICATIONS	<u> </u>			4. REMARKS OR EXCEPTIONS
23. COMMUI	Item	1	2	3	4 Change
16	Push-To-Talk (PTT)			3	# Bar
10	Switches				
16-01	Control Wheel PTT Switches	С	2	1	 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.
16-02	Flightcrew Audio Selector Panel PTT Switches	С	2	1	 (M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.
16-03 ***	Glareshield Panel PTT Switch(es)				
16-03A		С	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.
16-03B		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures do not require its use.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO		VICIO	20101	DACE NO				
AIRCRAFT:	30EING B-737	KE			NO. 59 PAGE NO. 23-22				
		ММ			LE KEY				
0.407714.0					CATEGORY				
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.	I I CIVI			3. 1	NUMBER REQUIRED FOR DISPATCH				
22 COMMU	NICATIONS	4. REMARKS OR EXCEPTIONS							
23. COMMUI	Item	1	2	3	4 Change				
16	Push-To-Talk (PTT)	•	2	3	4 Bar				
10	Switches (Cont'd)								
16-04 ***	Pendant Switch(es)								
16-04A		С	-	0	(M) May be inoperative provided affected switch is either verified failed open or is deactivated.				
16-04B		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed open or is deactivated, and b) Procedures are not based on its use. 				
17	Flight Deck Hand Microphones								
17A		С	-	0	May be inoperative or missing provided associated boom microphone operates normally.				
17B		D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.				
18 ***	Satellite Communication System (SATCOM)								
18A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
18B		D	1	0	May be inoperative provided procedures do not require its use.				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					NO. 59 PAGE NO.			
В	OEING B-737		DAT	E: 0	02/13/2017 23-23			
		_			LE KEY			
SYSTEM &		1. F			CATEGORY MBER INSTALLED			
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH			
NO.			4. REMARKS OR EXCEPTIONS					
23. COMMUI	NICATIONS							
Sequence No.	Item	1	2	3	4 Change Bar			
19	Alerting System (Audio/Visual)							
19-01	Passenger Configuration							
19-01-01	Flight Deck Call Visual Alerting System	В	1	0	May be inoperative provided flight deck audio alerting system operates normally.			
					NOTE: Flight deck audio alerting system must always be operative.			
19-01-02	Flight Attendant Visual Alerting System	В	1	0	 (O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used. 			
					(Continued)			

### REDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737 REVISION NO. 59 DATE: 02/13/2017 **MEL TABLE KEY** SYSTEM & SEQUENCE ITEM NO. 23. COMMUNICATIONS Sequence No. Item 1 2 3 4	U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N						
AIRCRAFT: BOEING B-737 REVISION NO. 59 DATE: 02/13/2017 23-24 MMEL TABLE KEY	FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	K MINIMUM EQUIPMENT	LIST		
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. COMMUNICATIONS Sequence No. Item 1 2 3 4 Change Bar	AIRCRAFT:									
SYSTEM & SEQUENCE NO. ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. COMMUNICATIONS Sequence No. Item 1 2 3 4 Change Bar			ММ							
Sequence No. Item	SEQUENCE	ITEM	_	REPAIR CATEGORY NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH						
19 Alerting System (Audio/Visual) (Cont'd) 19-01 Passenger Configuration (Cont'd) 19-01-03 Flight Attendant Audio Alerting System B 1 0 (O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any audio alerting system function(s) that operates	23. COMMUNICATIONS									
(Audio/Visual) (Cont'd) 19-01 Passenger Configuration (Cont'd) 19-01-03 Flight Attendant Audio Alerting System B 1 0 (O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any audio alerting system function(s) that operates	Sequence No.	Item	1	2	3	4				
Alerting System a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) item. NOTE 2: Any audio alerting system function(s) that operates		(Audio/Visual) (Cont'd) Passenger								
(Continued)	19-01-03	Flight Attendant Audio	В	1	0	a) PA sys b) If affect is used detect lavator (visual operat c) Alternat contact establi NOTE 1: Pass Syst Non- Furn NOTE 2: Any func norm	stem operates normally, cted audio alerting system d for lavatory smoke for alerting, an alternate ry smoke detector alert I or audio is installed and tes normally, and ate procedures for cting flight attendants are ished and used. senger to Attendant Call tem is considered -Essential Equipment and hishing (NEF) item. audio alerting system tion(s) that operates			

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U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO		//01/	201.0	10 50 DAOS NO			
AIRCRAFT:	SOEING B-737	KE		IO. 59 PAGE NO. 2/13/2017 23-25				
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
23. COMMUI Sequence No.	Item	1	2	3	4 Change			
19	Alerting System	1	2	3	4 Bar			
19	(Audio/Visual) (Cont'd)							
19-01	Passenger Configuration (Cont'd)							
19-01-04	Flight Attendant Visual and Audio Alerting System	С	1	0	May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Flight Attendants not required by 14 CFR. NOTE 1: Any audio alerting system function(s) that operates normally may be used. NOTE 2: Aircraft with 19 or less takeoff and landing seats installed.			
19-02	Cargo Configuration							
19-02-01	Flight Deck Call Visual Alerting System	В	1	0	May be inoperative provided flight deck audio alerting system operates normally.			
19-02-02	Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 59	PAGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	23-26
					E KEY	
SYSTEM &		1. 1			CATEGORY BER INSTALLI	=n
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
23. COMMUN	NICATIONS					
Sequence No.	Item	1	2	3	4	Chan Bai
19	Alerting System (Audio/Visual) (Cont'd)					
19-02	Cargo Configuration (Cont'd)					
19-02-03	Courier/Supernumerary Visual Alerting System					
19-02-03A		В	1	0	a) Courie systen b) Alterna	operative provided: er/supernumerary address n operates normally, and ate procedures are ished and used.
19-02-03B		D	1	0		rative provided numerary compartment cupied.
					function	isual alerting system on(s) that operates ally may be used.
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	761 61	O FO DACE NO			
	SOEING B-737	KE	REVISION NO. 59 PAGE NO. 23-27					
		MMI	EL T	ABL	E KEY			
SYSTEM &					CATEGORY BER INSTALLED			
SEQUENCE NO.	ITEM				UMBER REQUIRED FOR DISPATCH			
23. COMMUI	NICATIONS		,		4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change		
19	Alerting System (Audio/Visual) (Cont'd)							
19-02	Cargo Configuration (Cont'd)							
19-02-04	Courier/Supernumerary Audio Alerting System							
19-02-04A		В	1	0	 (O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used. 			
19-02-04B		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any audio alerting system function(s) that operates normally may be used.			

	VIATION ADMINISTRAT				MASTER MINIMUM EQUIPMEN	VI LIOI			
AIRCRAFT:	OEING B-737	RE'			IO. 59 PAGE NO. 23-28				
	OLINO B 707	ММ			.E KEY				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
23. COMMUI	1		1	1	I	Change			
Sequence No.	Item	1	2	3	4	Change Bar			
20 *** 20-01	Handset Systems Passenger Configuration								
20-01-01	Flight Deck								
20-01-01A		С	1	0	 (O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used. 				
20-01-01B		D	1	0	May be inoperative provided procedur do not require its use.	es			
20-01-02	Cabin								
20-01-02A		В	-	-	 (O) May be inoperative provided: a) 50% of cabin handsets operated normally, and b) Alternate communication procedures between affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant sea shall not be counted to satisf 50% requirement. NOTE 2: Any handset functions that operate normally may be used. 	eat y 			

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 59 PAGE NO.			
	BOEING B-737	DATE: 02/13/2017 23-29						
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM	2. NUMBER INSTALLED						
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
23. COMMU	NICATIONS							
Sequence No.	Item	1	2	3	4	Chan Bar		
20 ***	Handset Systems (Cont'd)							
20-01	Passenger Configuration (Cont'd)							
20-01-02	Cabin (Cont'd)							
20-01-02B		В	1	0	NOTE: Any handset functions that operate normally may be used.			
20-02	Cargo Configuration							
20-02-01	Flight Deck							
20-02-01A		С	1	0	(O) May be inoperative provided flight deck to courier/supernumerary communication operates normally.			
20-02-01B		D	1	0	May be inoperative provided procedures do not require its use.			
20-02-02	Courier/Supernumerary							
20-02-02A		D	-	1				
20-02-02B		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
 FEDERAL A\	/IATION ADMINISTRATIO	NC			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	OEING B-737				O. 59 2/13/2017	PAGE NO. 23-30		
_		ММ			E KEY			
					CATEGORY			
SYSTEM &	ITEM 4	2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH		
NO.					4. REMARKS	OR EXCEPTIONS		
23. COMMUN	IICATIONS							
Sequence No.	Item	1	2	3	4		Change Bar	
21 ***	Electronic Visual Surveillance Systems (All Installed Systems)							
21A		A	1	0	may be missing a. Alternates estable b. Repaire 3 flight	operative and components ng provided: ate procedures are ished and used, and rs are made within t days. ortion of the system which tes normally may be used.	I	
21B		С	1	0	may be missing a) The flist is instance normal b) Alternates establishment.	operative and components ng provided: ght deck door viewing port alled and operates ally, and ate procedures are ished and used. ortion of the system which tes normally may be used.		
21C		D	1	0		rative and components ng provided procedures e its use.		
					(Continued)			
<u> </u>		1	1	1	1			

AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC	N NC	IO. 59 PAGE NO.	
	30EING B-737				2/13/2017 23-31	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
23. COMMU	NICATIONS	<u></u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
21	Electronic Visual Surveillance Systems (All Installed Systems) (Cont'd)					
21-01	All Cargo Configuration					
21-01A		С	1	0	May be inoperative provided courier/supernumerary compartment remains empty.	
21-01B		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.	
22 ***	Electronic Voice Checklist	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
23 ***	Multipurpose Interactive Display Unit (MIDU)	С	1	0	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.	
24 ***	Landscape Camera System (-800EF STC ST02000NY)	D	1	0		
24-01	Dome Camera	D	1	0	(M) May be inoperative or missing.	

U.S. DEPART	MENT OF TRANSPORTA	OITA	N						
FEDFRAL AV	IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:					IO. 59	PAGE NO.			
BC	DEING B-737				2/13/2017	23-32			
		_			E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALLI	=D			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.			4. REMARKS OR EXCEPTIONS						
23. COMMUN	ICATIONS								
	ltem	1	2	3	4	Change Bar			
***	Automated Flight Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY)								
25A		С	1	0		operative provided edures are established			
						ortion of system that tes normally may be used.			
25B		D	1	0	May be inope do not require	rative provided procedures its use.			
						ortion of system that tes normally may be used.			
25-01 ***	Global Voice SATCOM (ST02361NY)								
25-01A		С	1	0		operative provided edures are established			
25-01B		D	1	0	May be inope do not require	rative provided procedures its use.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:					O. 59 PAGE NO.				
B	30EING B-737				2/13/2017 23-33				
					E KEY				
SYSTEM &		1. [REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH				
20.8789572.579	NICATIONS	4. REMARKS OR EXCEPTIONS							
23. COMMUI Sequence No.	Item	1	2	3	4	Change			
25	Automated Flight	'		3	•	Bar			
23	Information Reporting System (AFIRS) (STCs ST10345SC and ST02361NY (Cont'd)								
25-01 ***	Global Voice SATCOM (ST02361NY) (Cont'd)								
25-01-01	Cockpit Dialer Pad								
25-01-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
25-01-01B		D	1	0	May be inoperative provided procedures do not require its use.				
25-01-02	Flt Compt. Handset								
25-01-02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
25-01-02B		D	1	0	May be inoperative provided procedures do not require its use.				
25-01-03	Pax Compt. Handset								
25-01-03A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
25-01-03B		D	1	0	May be inoperative provided procedures do not require its use.				

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	BOEING B-737	DATE: 02/13/2017 23-34					
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F	REP/	AIR (CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.	TT E.W.			3. 1	NUMBER REQUIRED FOR DISPATCH		
23. COMMU	NICATIONS	<u> </u>			4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Chan	
25	Automated Flight	1	_			Bai	
***	Information Reporting						
	System (AFIRS) (STCs						
	ST10345SC and						
	ST02361NY) (Cont'd)						
25-02	Global Messaging						
***	(ST02361NY)						
25-02A		С	1	0	(O) May be inoperative provided		
			-		alternate procedures are established		
					and used.		
25-02B		D	1	0	May be inoperative provided procedures		
			-		do not require its use.		
					NOTE: Any portion of the system that		
					operates normally may be used.		
26	Avionica secureLINK	D	1	0	May be inoperative provided procedures		
***	Airborne Wireless				do not require its use.		
	Router (STC03151AT)				NOTE: Any mode that operates		
					normally may be used.		
		1					

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				O. 59	PAGE NO. 23-35		
	DOEING D-737							
					E KEY CATEGORY			
SYSTEM &		1.1			BER INSTALL	FD		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.			4. REMARKS OR EXCEPTIONS					
23. COMMU	NICATIONS							
Sequence No.	Item	1	2	3	4	Chan Bai		
27 ***	Data Link Communication					·		
27A		С	1	0		noperative provided cedures are established		
						oortion of the system that ites normally may be used.		
27B		D	1	0	May be inope do not require	erative provided procedures e its use.		
						oortion of the system that ites normally may be used.		
28 ***	** Attendant Control Panel LCD Touch Screen	С	6	0		noperative provided cedures are established		
	Display, Display Processor and Display Processor Over- Temperature LED Light, Boeing Sky Interior (BSI) (-600/-700/-800/-900/-900ER)				, .	portion of the system that attes normally may be used.		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
			•		MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 58 PAGE NO.	
	OEING B-737				10/10/2015 24-1	
		MM	EL T	ABL	LE KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH				
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
24. ELECTRI	ICAL POWER	1				
Sequence No.	Item	1	2	3	4 Change Bar	
01	Engine Driven Generator Systems					
01-01	(-100/-200/-300/-400/ -500)					
01-01A		В	2	1	 (M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) An APU fuel heater is installed. 	
01-01B		В	2	1	 (M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C). 	
01-02	(-600/-700/-800/-900/ -900ER)	В	2	1	(M)(O) Except for ER operations, may be inoperative provided APU generator operates normally and is used throughout flight.	
01-03	(-700/-800 with APU serial numbers P-7534 and lower, or P-7638 and Higher; or upon incorporation of Honeywell Service Bulletin 131-49-7949, or Production Equivalent)				Deleted in Revision 53.	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 58	PAGE NO.		
	OCING D-737	BABAI	DATE: 10/10/2015 24-2 MMEL TABLE KEY					
					E KEY CATEGORY			
SYSTEM &		1			BER INSTALL	ED		
SEQUENCE	ITEM			UIRED FOR DISPATCH				
NO.		4. REMARKS OR EXCEPTIONS						
24. ELECTR	ICAL POWER							
Sequence No.	Item	1	2	3	4	Cha B		
01	Engine Driven Generator Systems (Cont'd)							
01-04	(-700/-800 with APU serial numbers P-7535 through P-7637 prior to incorporation of Honeywell Service Bulletin 131-49-7949)				Deleted in Re	evision 53.		
02	APU Generator System	С	1	0	Except for ER inoperative.	R operations, may be		
03	Engine Driven Generator LOW OIL PRESSURE/DRIVE Lights							
03-01	(-100/-200/-300/-400/ -500)	С	2	0	associated ge switches may associated H	ESSURE/DRIVE lights and enerator low oil pressure be inoperative provided IGH OIL TEMP light and oil ndicator operate normally.		
03-02	(-600/-700/-800/-900/ -900ER)	С	2	0		and associated generator ure switches may be		
04	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/ -300/-400/-500)	С	2	0	LOW OIL PR	erative provided associated ESSURE/DRIVE light and MP light operates		

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N						
	VIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	WIATION ADMINISTRATIC		VISIO	IO. 58 PAGE NO.					
	BOEING B-737		DATE: 10/10/2015 24-3						
		MM	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
NO.				4. REMARKS OR EXCEPTIONS					
24. ELECTR	ICAL POWER								
Sequence No.	Item	1	2	3	4 Change Bar				
05	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/-400/ -500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.				
06	Transformer Rectifiers								
06-01	No. 2 TR (-100/-200)	В	1	0	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.				
07	Frequency Meter	С	1	0					
08	AC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.				
08-01	Residual Voltage Function (-100/-200/ -300/-400/-500)	С	1	0					
09	AC Ammeters	С	-	0	May be inoperative provided associated generator off bus lights operate normally.				
10	Generator System Annunciator Panel (-100/-200/-300/-400/ -500)	С	1	0					

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	OEING B-737		0/10/2015 24-4				
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Change	
11	External Power System	С	1	0	NOTE: Any portion of system which operates normally may be used.	Bar	
11-01 ***	DC Receptacle	D	1	0			
12	GEN OFF BUS Lights	С	2	1	One may be inoperative provided associated generator AC ammeter operates normally.		
13 ***	Galley Load Shed Sensor Module (-300/-400/-500)	С	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.		
14 ***	BAT DISCHARGE Light	С	1	0			
15 ***	TR UNIT Light	С	1	0			
16 ***	ELEC Light						
16-01	(-300/-400/-500)	С	1	0	 (O) May be inoperative OFF provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally. 		
16-02	(-600/-700/-800/ -900/-900ER)	С	1	0	 (O) May be inoperative OFF provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally. 		

AIRCRAFT:	VIATION ADMINISTRATIC	REVISION NO. 58 PAGE NO.						
В	SOEING B-737	DATE: 10/10/2015 24-5						
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
	ICAL POWER	T 4			Ta	Chang		
Sequence No.	Item	1	2	3	4	Bar		
17	DC Ammeter Indication	В	1	0	 (O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use. 			
18	DC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.			
19	APU GEN OFF BUS Light	С	1	0	May be inoperative provided: a) APU frequency meter operates normally, and b) APU ammeter operates normally.			
20 ***	Cabin Power Switch (Jet Aviation Engineering Services, (JAES))	В	1	0	(M) May be inoperative provided procedures are established and used to deactivate cabin power.			

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	JOEINO D 707	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALL JUMBER REQ	ED QUIRED FOR DISPATCH S OR EXCEPTIONS		
Sequence No.	ENT/FURNISHINGS	1	2	3	4	Ch		
01	Megaphones (Includes STCs SA2969SO, and ST10238SC)	D	-	-	Any in excess 14 CFR may provided: a) Inope remove and b) Associor obsection Requirements NOTE: Not reserved.	s of those required by be inoperative or missing rative megaphone is wed from passenger cabin, ciated placard is removed scured, and ired distribution is ained. equired for all-cargo ations.		
02	Crewmember Shoulder Harness (Flight Deck)					evision 33, relief into Item 25-11.		

IIS DEPARTM	ENT OF TRANSPORTA	1OIT	NI.					
					MASTE	R MINIMUM EQUIPMENT LIST		
AIRCRAFT:	TION ADMINISTRATIO		VISIC	N NC	IO. 58	PAGE NO.		
	ING B-737		DATE: 10/10/2015 25-2					
		ММІ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		Z. ľ		BER INSTALLI	UIRED FOR DISPATCH		
NO.		4. REMARKS OR EXCEPTIONS						
25. EQUIPMENT	T/FURNISHINGS							
Sequence No. Item	n	1	2	3	4	Change Bar		
As	ight Attendant Seat ssembly (Single or ual Position)							
	equired Flight itendant Seats	В			(dual position provided: a) Affects not oc b) Flight inoper either attend which inoper effectif c) Alternates estable publish manual d) Foldin autom retract e) Passe attend "FOR USE C	eat position or assembly) may be inoperative ed seat or seat assembly is ecupied, attendant(s) displaced by rative seat(s) occupies an adjacent flight lant seat or passenger seat is most accessible to rative seat(s), so as to most vely perform assign duties, ate procedures are ished and used as hed in crewmembers als, g type seat stows latically or is secured in ted position, and langer seat assigned to flight lant is placarded FLIGHT ATTENDANT DNLY".		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:			_		IO. 58	PAGE NO.			
В	OEING B-737		DAT	E: 1	0/10/2015	25-3			
		_			E KEY				
SYSTEM &		1. 1			CATEGORY BER INSTALLI	ED.			
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
	ENT/FURNISHINGS		1			Tax.			
Sequence No.	Item	1	2	3	4	Change Bar			
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)								
03-01	Required Flight Attendant Seats (Cont'd)				will r	automatic folding seat that not stow automatically is sidered inoperative.			
					inop syste inop	eat position with an erative or missing restraint em is considered erative.			
					oper seat and ensu and of ap	vidual operators, when rating with inoperative s, will consider locations combinations of seats to ure that proximity to exits distribution requirements oplicable 14 CFR are met.			
					asse flight adja	ne side of a dual seat embly is inoperative and a tattendant is displaced to cent seat, adjacent seat to operate normally.			
					(Continued)				

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/ SIC)N N	O. 58 PAGE NO.				
	OEING B-737	DATE: 10/10/2015 25-4							
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F		AIR CATEGORY					
SEQUENCE NO.	ITEM		NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH						
20378651227					4. REMARKS OR EXCEPTIONS				
	ENT/FURNISHINGS	1 -	I .			Chan			
Sequence No.	Item	1	2	3	4	Bar			
03	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)								
03-02	Excess Flight Attendant Seats	С	-	-	 (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position. 				
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.				
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.				
03-03	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.				
03-04 ***	Seat Cushion Heating System	D	-	0	(M) May be inoperative provided heating system is deactivated.				

U.S. DEPART	MENT OF TRANSPORTA	OITA	V		MACTER		ют		
FEDERAL AVI	IATION ADMINISTRATIO	N			MASTERI	MINIMUM EQUIPMENT L	151		
AIRCRAFT:	DEING B-737		REVISION NO. 58 PAGE NO. 25-5						
		MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH							
200000000000000000000000000000000000000					4. REMARKS OI	R EXCEPTIONS			
	NT/FURNISHINGS		Change						
	Oakia Wia daw Okada	1	2	3	4	to the second set of the second	Bar		
04	Cabin Window Shades	D	-	0	used for cargo prare observed. NOTE: Passeng Shades in configure are consi	er Cabin Window or compartments and for passengers only idered Nonessential ent Furnishings (NEF).			
	Cargo Compartment Restraint Components								
05A		A	-		provided: a) Acceptab from an a approved or Weight Documen b) Repairs a	erative or missing le cargo loading limits approved source (i.e., an Cargo Loading Manual t and Balance at) are observed, and are made prior to the on of the next heavy nce visit.			
					(Continued)				

	VIATION ADMINISTRATION						
AIRCRAFT:	SOEING B-737	REVISION NO. 58 PAGE NO. DATE: 10/10/2015 25-6					
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4	Change	
05	Cargo Compartment Restraint Components (Cont'd)					Bai	
05B		С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.		
05C		С	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.		
05-01	Passenger Pallets (737C, -300 QC, and -700C)	С	-	-	 (M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. NOTE: If a pallet lock cover is broken or missing, associated lock is 		
05-02	Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	С	-	-	considered inoperative. (M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed.		

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N						
FEDERAL A	VIATION ADMINISTRATI	ON			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				_	NO. 58 PAGE NO.				
E	BOEING B-737		DATE: 10/10/2015 25-7						
					LE KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPM	ENT/FURNISHINGS				4. NEMARKO SK EXSEL HORS				
Sequence No.	Item	1	2	3	4 Change Bar				
06	Passenger Seat(s) (Includes STC ST10238SC)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.				
06-01	Recline Mechanism								
06-01A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in upright position.				
06-01B		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.				

US DEPAR	TMENT OF TRANSPORTA	ATIOI	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 58 PAGE NO.				
	OEING B-737		DATE: 10/10/2015 25-8						
		MMI	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
25. EQUIPM	ENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4 Change Bar				
06	Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)								
06-02	Arm Rests								
06-02-01	Armrest with Recline Mechanism	D	-	-	 (M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position. 				
06-02-02	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.				
06-03	Underseat Baggage Restraining Bars	С	-	-	 (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar. 				
					(Continued)				

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U.S. DEPAR	TMENT OF TRANSPORTA	41 IOI	N		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATION	_								
AIRCRAFT:	BOEING B-737	RE	REVISION NO. 58 PAGE NO. DATE: 10/10/2015 25-9							
		MMEL TABLE KEY								
0)/07514.0			1. REPAIR CATEGORY							
SYSTEM & SEQUENCE	ITEM		2.1	MUN	IBER INSTALLED					
NO.	I I LIVI			3. 1	NUMBER REQUIRED FOR DISPATCH					
25 FOUIPM	ENT/FURNISHINGS	<u> </u>			4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4 Chang Bar					
06	Passenger Seat(s)				Dai					
	(Includes									
	STC ST10238SC) (Cont'd)									
06-04	Electrical/Electronic				Deleted in Revision 49.					
	Systems/Components									
06-05	Seat Belt Air Bag									
***	Restraint Systems									
06-05-01	Seat Belt Air Bag	D	_	_	May be inoperative provided affected					
	Restraint System				seat is blocked and placarded					
	Required By 14 CFR				"DO NOT OCCUPY".					
06-05-02	Seat Belt Air Bag	D	-	-	May be inoperative or disconnected					
	Restraint System Not Required by 14 CFR				provided seat belt operated normally.					
	, ,									
07	Second Observer Seat				Moved to Item 25-11 prior to Revision 30.					
08	Flight Deck Door Lock Solenoid				Moved to Item 52-8 prior to Revision 30.					
09	"Fasten Seat Belts	С	-	-	One or more signs or placards may be					
	While Seated" Signs or				illegible or missing provided a legible					
	Placards				sign or placard is visible from each occupied passenger seat.					
					occupied passeriger seat.					
					(Continued)					
		1		<u> </u>	(55.1111454)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT I	151	
AIRCRAFT:			REVISION NO. 58 PAGE NO.					
В	OEING B-737		DAT	E: 1	0/10/2015	25-10		
		_			E KEY			
SYSTEM &		1. F			CATEGORY	ED		
SEQUENCE	ITEM		2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
NO.				0.1		OR EXCEPTIONS		
25. EQUIPMI	ENT/FURNISHINGS	'						
Sequence No.	Item	1	2	3	4		Change Bar	
10 ***	Non-Essential Equipment and Furnishings (NEF)		-	0	missing providin accordance deferral program procedures, a outlined in op document. (Marequired, must and included document. NOTE: Exteri	erative, damaged, or ded that item(s) is deferred e with operator's NEF ram. NEF program, and processes must be perator's appropriate (I) and (O) procedures, if st be available to flight crew in operator's appropriate (ior lavatory door ashtrays ot considered NEF items.	_	
	Q (1)							
11	Observer Seat(s)							
11-01	Primary Observer's Seat (Including Associated Equipment)							
11-01A		A	1	0	a) A pass cabin FAA ir official b) Repai	erative provided: senger seat in passenger is made available to an inspector for performance of I duties, and rs are made within it days.		
					(Continued)			

	TMENT OF TRANSPORTA		V		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1010	וא ואר	O. 58	PAGE NO.	
	OEING B-737	KE			0/10/2015	25-11	
		ММ	EL T	ABL	E KEY		
SYSTEM &		_			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3. N		UIRED FOR DISPATCH OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS				4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
11	Observer Seat(s) (Cont'd)						
11-01	Primary Observer's Seat (Including Associated Equipment) (Cont'd)						
11-01B		A	1	0	a) Secon availal perfori and	rative provided: Id observer's seat is Id to an FAA inspector for Id mance of official duties, It sare made within It days.	ļ
					(Continued)		

U.S. DEPART	TMENT OF TRANSPORTA	ATIOI	N			LICT			
FEDERAL A\	/IATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	OEING B-737		REVISION NO. 58 PAGE NO. 25-12						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
25. EQUIPME	NT/FURNISHINGS				I HEIM IKKE OK EXCEL HONO				
Sequence No.	Item	1	2	3	4	Change Bar			
11	Observer Seat(s) (Cont'd)								
11-01	Primary Observer's Seat (Including Associated Equipment) (Cont'd)								
11-01C		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).				
					(Continued)				

VIATION ADMINISTRATIO	RE		_	
OCING D-737				
	1. 1			IBER INSTALLED
ITEM		,		NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
ENT/FURNISHINGS				
Item	1	2	3	4 Che B
Observer Seat(s) (Cont'd)				
Second Observer's Seat (Including Associated Equipment)	D	1	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
Crotch Straps	С	-	0	
Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
Emergency Flashlight Holders/Flashlights				
Cabin	С	-	-	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.
Flight Deck	С	-	-	May be inoperative or missing provided crewmember assigned to affected position has a flashlight of equivalent characteristics readily available.
	Observer Seat(s) (Cont'd) Second Observer's Seat (Including Associated Equipment) Crotch Straps Observer Seat Not Required by 14 CFR (including associated equipment) Emergency Flashlight Holders/Flashlights Cabin	ITEM Observer Seat(s) (Cont'd) Second Observer's Seat (Including Associated Equipment) Crotch Straps C Observer Seat Not Required by 14 CFR (including associated equipment) Emergency Flashlight Holders/Flashlights Cabin C	ITEM ITEM Tem Tem	ITEM TABI

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:					IO. 58	PAGE NO.		
E	BOEING B-737		DATE: 10/10/2015 25-14					
					E KEY			
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.					4. REMARKS	OR EXCEPTIONS		
25. EQUIPM	ENT/FURNISHINGS		,					
Sequence No.	Item	1	2	3	4	Change Bar		
13 ***	Emergency Evacuation Signal System							
13A		С	1	0		noperative provided cedures are established		
13B		D	1	0	May be inope do not require	erative provided procedures e its use.		
14	Main Deck Cargo 9G Barrier Net							
14-01	(737F and QC) (PEMCO World Air Services, Inc.)	С	1	1	may be broke	chment, at any location, en or missing provided ding on main deck is 1,650 lb.		
					NOTE: Not re opera	equired for all-passenger itions.		
14-02	(-700C and -700 Combi)							
14-02A		С	1	0	attachments r provided appr in Weight and	e, may be missing or net may be broken or missing roved cargo loading limits displayed Balance Control and ual are observed.		
					NOTE: Not re opera	equired for all-passenger itions.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N								
	VIATION ADMINISTRATI				MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:	VIATION ADMINISTRATI		REVISION NO. 58 PAGE NO.								
Е	BOEING B-737		DATE: 10/10/2015 25-15								
					E KEY						
SYSTEM &		1. F			CATEGORY BED INSTALLED						
SEQUENCE	ITEM		NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH								
NO.			4. REMARKS OR EXCEPTIONS								
25. EQUIPM	ENT/FURNISHINGS										
Sequence No.	Item	1	2	3	4 Change Bar						
14	Main Deck Cargo 9G Barrier Net (Cont'd)										
14-02	(-700C and -700 Combi) (Cont'd)										
14-02B		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty.						
					NOTE: Not required for all-passenger operations.						
14-03	(STC ST01566LA)										
14-03A		С	1	1	In cargo mode only one attachment may be broken or missing provided: a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.						
14-03B		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty. NOTE: Not required for all-passenger						
4.5					operations.						
15	Heating Blankets				Moved to Item 21-41 in Revision 33.						

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MAGTE		IOT
FEDERAL A	VIATION ADMINISTRATI	ON			MASTE	ER MINIMUM EQUIPMENT I	151
AIRCRAFT:				_	O. 58	PAGE NO.	
В	OEING B-737		DAT	E: 1	0/10/2015	25-16	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0.000	4. REMARKS	OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS		1				
Sequence No.	Item	1	2	3	4		Change Bar
16	Lower Cargo Compartment Lining Panels and Floor Panels	C	-	-	provided prod and used to e compartment verified to cor handling equi be loaded in U Kits. NOTE: Opera which inclus	e damaged or missing cedures are established ensure associated remains empty or is nation only empty cargo epment, ballast (ballast may ULDs), and/or Fly Away enter MELs must define a items are approved for sion in Fly Away Kits and a materials can be used as st.	I
17-01	Emergency Medical Equipment (Includes STC ST10238SC) First Aid Kit (FAK) and/or Associated Equipment						
17-01A		A	-	-	14 CFR, only may be incominoperative practive practive a) FAK is will ide canno service b) Repai	an one is required by one required first aid kit applete, missing or rovided: see resealed in a manner that entify it as a unit that be mistaken for a fully eable unit, and rs or replacements are within one flight.	1
				L	(Continued)		

	VIATION ADMINISTRATIO				1			
AIRCRAFT:	BOEING B-737	RE			IO. 58 PAGE NO. 25-17			
	7021110 2 707	ММ			.E KEY			
0)/0751/0					CATEGORY			
SYSTEM & SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.	I I LIVI	3. NUMBER REQUIRED FOR DISPATCH						
25 FOLIIPM	ENT/FURNISHINGS	<u></u>			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang		
17	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)					_ Bai		
17-01	First Aid Kit (FAK) and/or Associated Equipment (Cont'd)							
17-01B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.			
17-02	Emergency Medical Kit (EMK) and/or Associated Equipment							
17-02A		A	-	0	 (O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 	I		
17-02B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.			
17-03	Augmented Emergency Medical Kit				Deleted in Revision 46.			

FEDERAL A	VIATION ADMINISTRATIC				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	OCINO D 727	RE'			O. 58 PAGE NO.				
	BOEING B-737		DATE: 10/10/2015 25-18						
		_			E KEY Category				
SYSTEM &		'			BER INSTALLED				
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH				
20.8 (985.55.55)			,		4. REMARKS OR EXCEPTIONS				
	ENT/FURNISHINGS				4 Chan				
Sequence No.	Item	1	2	3	Bar				
17-04	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd) Automatic External								
	Defibrillators (AED) and/or Associated Equipment								
17-04A		A	-	0	 (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 				
17-04B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.				
18	Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.				
19	Underseat Baggage Restraining Bars				Moved to item 25-6 in Revision 39.				

	VIATION ADMINISTRATION				1	
AIRCRAFT:	SOEING B-737	RE'			IO. 58 PAGE NO. 0/10/2015 25-19	
		ММ			E KEY	
SYSTEM &	ITEM		REP	AIR (CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chang Bar
20	Exterior Lavatory Door Ashtrays					
20-01	Airplanes With Multiple Exterior Lavatory Door Ashtrays Installed					
20-01A		A	-	-	Up to and including 50% maybe missing or inoperative for 10 days.	1
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-01B		A	-	-	More than 50% may be missing or inoperative for 3 days.	I
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
20-02	Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 days.	
21	Flight Crew Seats					
21-01	Recline Mechanism	A	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days.	I

AIRCRAFT:	VIATION ADMINISTRATIO				O. 58 PAGE NO.	
E	BOEING B-737				0/10/2015 25-20	
					E KEY	
SYSTEM & SEQUENCE	ITEM	1. [MUN	CATEGORY BER INSTALLED	
NO.	I I LIVI			3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
21	Flight Crew Seats (Cont'd)					
21-02	Vertical Adjustment	A	2	0	 (M) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Repairs are made within 2 flight days. 	I
21-03	Armrests	В	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.	
21-04	Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to affected crewmember.	
21-05	Headrests	C	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.	

AIRCRAFT:	VIATION ADMINISTRATION SOEING B-737				O. 58 0/10/2015	PAGE NO. 25-21	
	DOLING B-737	BABAI				25-21	
SYSTEM & BEQUENCE NO.	ITEM	_	REP/	AIR O		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Cha Ba
22	Galley/Lavatory Waste Receptacle Access Doors/Covers						
22-01	Galley Waste Receptacle Access Doors/Covers	С	-	-	a) Associ b) Conta prever compa c) Proce ensure galley, are av waste	e inoperative provided: ciated container is empty, iner access is secured to nt waste introduction into artment, and dures are established to e that sufficient /lavatory waste receptacles vailable to accommodate all that may be generated y flight.	
22-02	Lavatory Waste Receptacle Access Doors/Covers	С	-	-	a) Associon b) Conta prever compa c) Lavato crewm d) Associon door is placar DO No	e inoperative provided: ciated container is empty, iner access is secured to nt waste introduction into cartment, ory is used only by nembers, and ciated lavatory entrance is locked closed and rided "INOPERATIVE — OT ENTER". The provisions are not ded to prohibit lavatory use pection by crewmembers.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
			-		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.			
В	OEING B-737		DAT	E: 1	0/10/2015 25-22			
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. r		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				J. 1	4. REMARKS OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4 Chang Bar			
23	Automatic Cargo Loading Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.			
24	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets							
24A		C		-	 (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. 			
					(Continued)			

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.	
В	BOEING B-737		DAT	E: 1	0/10/2015 25-23	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	<u> </u>			4. KEMAKKS OK EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
24	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)					Dai
24B		C	-		 (M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead bins if no partitions are installed, entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use. 	

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	וא ואר	O. 58 PAGE NO.	
	BOEING B-737	KE			0/10/2015 PAGE NO. 25-24	
		ММІ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR C	CATEGORY	
EQUENCE	ITEM		2. 1		BER INSTALLED	
NO.	TT EWI			3. 1	NUMBER REQUIRED FOR DISPATCH	
or FOLUDIA	ENT/EUDAUGUUNGO				4. REMARKS OR EXCEPTIONS	
	ENT/FURNISHINGS		•			Chan
Sequence No.	Item Co. L. I	1	2	3	4	Ва
24 ***	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)					
24-01 ***	Multi Latch/ Quarter-Turn Lug Installations	С	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operate normally, and b) If affected compartment is used for a galley cart, cart remains empty.	
24-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25 ***	Beds (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual override system operates normally.	
26 ***	Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))					
26A		С	-	0	May be inoperative provided manual override system operates normally.	
26B		С	-	0	May be inoperative provided seats at associated inoperative table are not occupied.	

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	00EINO D 707	RE'			O. 58 PAGE NO.				
<u> </u>	30EING B-737				0/10/2015 25-25				
		_			E KEY Category				
SYSTEM &		1. [BER INSTALLED				
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.					4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4 Chang Bar				
27 ***	Crash Pads (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative or missing provided associated seat adjacent to crash pad is not occupied.				
28	Cockpit Smoke Vision System(CSVS) (-600/-700/-800/-900/ -900ER) (STC A00892LA)	D	2	0	May be inoperative or missing.				
29 ***	Secondary Door Barrier (Flight Deck Security)								
29A		С	1	0	 (O) May be inoperative provided: a) Barrier remains in retracted position, and b) Alternate procedures are established and used. 				
29B		С	1	0	(M)(O) May be inoperative provided:a) Barrier is removed, andb) Alternate procedures are established and used.				
29C		D	1	0	May be inoperative provided procedures do not require its use.				
30 ***	Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
	VIATION ADMINISTRATIC				MASTER MINIMUM EQUIPMENT I	LIST			
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 59 PAGE NO.				
В	BOEING B-737		DAT	E: 0	2/13/2017 26-1				
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
26. FIRE PROTECTION									
Sequence No.	Item	1	2	3	4	Change Bar			
01	Engine and APU Fire Extinguisher Discharge Lights	С	3	0					
02	Engine Overheat and Fire Detection Systems								
02-01	Basic Systems (-100/-200)	С	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure.	I			
02-02	Dual Loop	С	4	2	(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.				
03	Portable Fire Extinguishers	D	-		 (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION				
AIRCRAFT:	BOEING B-737	RE'		_	IO. 59 PAGE NO. 2/13/2017 26-2
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE	ITEM	1. F		MUN	DATEGORY BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
26. FIRE PR	OTECTION				4. REWARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change
04	Wheel Well Fire	•	_		Bar
04	Detection System				
04A		С	1	0	(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.
04B		С	1	0	(M)(O) May be inoperative provided an accepted procedure is used to ensure brakes are cool before engine start.
					NOTE 1: Avoid the possibility of retracting an overheated wheel by leaving landing gear extended for 10 minutes after takeoff.
					NOTE 2: In case of engine failure after V ₁ , landing gear should be retracted until takeoff obstacles are cleared.
05	APU Fire Extinguisher Discharge Discs (-100/-200/-300/-400/ -500)	С	2	0	(M) Discs may be missing provided indicator reading is checked to verify proper charge.
05-01 ***	HTL Type	С	2	0	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight day.
06	APU Fire Shutoff System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
07	APU Fire Extinguisher System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 59 PAGE NO.				
	BOEING B-737		DAT	E: 0	2/13/2017 26-3				
	E KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
26 FIDE DD	26. FIRE PROTECTION 4. REMARKS OR EXCEPTIONS								
Sequence No.	Item	1	2	3	4 Change Bar				
08	APU Fire Detection System				Dat				
08-01	Single and Dual Loop	С	-	0	(O) Except for ER operations, may be inoperative provided APU is not used.				
08-02 ***	APU DET INOP Light	С	1	0	 (O) May be inoperative extinguished provided: a) APU fire detection system operates normally, and b) A fire warning test is performed before each APU start. 				
08-03	Dual Loop	С	2	1	(O) Except for ER operations beyond 120 minutes, one loop (A or B) may be inoperative.				
08-04	External Warning Horn/Warning Light	С	1	0	May be inoperative for ground operation provided flight deck APU Overheat/Fire Protection Panel is continuously monitored.				
09	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	С	3	0	 (M) May be inoperative provided: a) Failure is verified to be in squib test circuit. b) Squib circuit is verified to operate normally once each flight day. 				
09-01	APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(O) May be inoperative provided remaining APU Squib test circuit is verified to operate normally once each flight day.				
					(Continued)				

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U.S. DEPAR	TMENT OF TRANSPORT	41101	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO	_							
AIRCRAFT:	BOEING B-737	RE	REVISION NO. 59 PAGE NO. 26-4						
	3021110 3 707	ММ	MEL TABLE KEY						
		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLED				
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH				
26. FIRE PR	OTECTION	1			4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change				
09	Engine/APU Fire	<u> </u>	_		Bar				
09	Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)								
09-02	APU Squib Light	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.				
10	Fire Warning Bell								
10-01	Bell Cutout Switch (Overheat/Fire Protection Panel)	С	1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.				
10-02	Bell Cutout Function of Master Fire Warning Light	С	2	1	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.				
11	Master Fire Warning Lights				Deleted prior to Revision 27.				

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 59 PAGE NO.					
В	DATE: 02/13/2017 26-5						
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chang	
12	Wing-Body Overheat Detector System (Left)	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and d) Airplane is not operated in known or forecast icing conditions. 		
13	Wing-Body Overheat Detector System (Right)	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and c) Airplane is not operated in known or forecast icing conditions. 		

U.S. DEPARTMENT OF TRANSPORTATION								
					MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 59	PAGE NO.		
BOEING B-737					2/13/2017	26-6		
		MMI	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALL			
NO.				3. ľ		UIRED FOR DISPATCH S OR EXCEPTIONS		
26. FIRE PR	OTECTION					ON EXCENTIONS		
Sequence No.	Item	1	2	3	4	Change Bar		
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)	С	2	0	procedures a ensure main or remains empty caballast (ballast and/or Fly Aw NOTE: Opera which inclus	ator MELs must define items are approved for sion in Fly Away Kits and materials can be used as		
14-01	Fire Detection (-700C and -700 Combi, STC ST01566LA)							
14-01A		С	2	1		(A or B) may be Combi or Cargo mode.		
14-01B		С	2	0	May be inope	erative in Passenger mode.		
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO)							
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N							
			-		MASTE	ER MINIMUM EQUIPMENT LIS	ST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	IO. 59	PAGE NO.				
	OEING B-737		REVISION NO. 59 PAGE NO. 26-7							
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2. 1		BER INSTALL					
NO.				3. 1		UIRED FOR DISPATCH S OR EXCEPTIONS				
26. FIRE PROTECTION										
Sequence No.	Item	1	2	3	4		nange Bar			
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)									
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)									
14-02-01	Cargo Fire Flight Deck Unit (CFFU)	С	1	0	Cargo Compa	erative provided Main Deck artment Fire Detection nsidered inoperative.				
14-02-01-01	FAULT Legend	С	1	0	integrity is co	noperative provided system nfirmed by self-test at aintenance Unit (CFMU).				
14-02-01-02	Legend Back-lighting (CARGO FIRE MAIN DECK and TEST)	С	2	0	a) CFFU b) Opera its use c) Suffic	noperative provided: I test is acceptable, ations are not dependent on e, and ient cockpit lighting is able for normal operations.				
					(Continued)					

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U.S. DEPAR	TMENT OF TRANSPORTA	41101	N		MASTE	ER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATION					1			
AIRCRAFT:	OEING B-737	RE	REVISION NO. 59 PAGE NO. 26-8						
	02(0.)	ММ	MMEL TABLE KEY						
		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM		2.1	MUN	BER INSTALL	ED			
NO.	I I LIVI			3.1		UIRED FOR DISPATCH			
26. FIRE PRO	TECTION	<u> </u>			4. REMARKS	S OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change			
14	Main Deck Cargo	-	_			Bar			
***	Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)								
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)								
14-02-01	Cargo Fire Flight Deck Unit (CFFU) (Cont'd)								
14-02-01-03	FIRE Legend	С	1	0	FIRE WARN warning bell a	erative provided master lights and master fire are checked to operate ore each departure.			
14-02-01-04	System Self Test	С	1	0	FIRE WARN warning bell a	erative provided master lights and master fire are checked to operate ore each departure.			
					(Continued)				

II S DEDAD	TMENT OF TRANSPORTA	TIO	NI				
			I N		MASTE	ER MINIMUM EQUIPMENT	LIST
FEDERAL AV	VIATION ADMINISTRATIO		VICIO	7111	IO	PAGE NO.	
					2/13/2017	26-9	
		ММ	FL T	ΔΒΙ	E KEY		
CVCTEM		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.	II LIM			3.1		UIRED FOR DISPATCH	
26. FIRE PRO	OTECTION	<u></u>			4. REMARKS	S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
14	Main Deck Cargo						Dai
***	Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)						
14-02	Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)						
14-02-02	Cargo Fire Maintenance Unit (CFMU)	С	1	0	Cargo Compa	erative provided Main Deck artment Fire Detection nsidered inoperative.	
14-02-02-01	CFMU Indicator Lights	С	20	0	provided: a) Each independent and b) Self-te NOTE: Dual maint CFMI	corresponding location is endently verified by CFFU, est is accomplished. loop coverage is tained with loss of one U loop "A" or "B" ssembly failure.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	AHOI	N		MASTER MINIMUM EQUIPMENT LIS	ST				
	VIATION ADMINISTRATIO					-				
AIRCRAFT:	SOEING B-737	RE'			NO. 59 PAGE NO. 26-10					
	DOLING D-737	BABA								
					LE KEY CATEGORY					
SYSTEM &	ITEM 4				MBER INSTALLED					
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH					
120.00000000000		<u> </u>			4. REMARKS OR EXCEPTIONS					
26. FIRE PROTECTION Change										
Sequence No.	Main Dook Corns	1	2	3		Bar				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)									
14-03	Fire Suppression System (-700C/-700 Combi, STC ST01566LA)	С	1	0	May be inoperative in Passenger mode.					
14-03-01	DEPR Light									
14-03-01A		С	1	0	May be inoperative in Passenger mode.					
14-03-01B		С	1	0	May be inoperative in Combi or Cargo mode provided MAIN SYS light illuminates during system test.					
					(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION								
			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>	א ואכ	NO. 59 PAGE NO.			
	BOEING B-737		EVISION NO. 59 PAGE NO. DATE: 02/13/2017 26-11					
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		IBER INSTALLED			
NO.				3. [NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
26. FIRE PR	OTECTION				4. KEMAKKO OK EXOEI HONO			
Sequence No.	Item	1	2	3	4 Change Bar			
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)							
14-03	Fire Suppression System (-700C/-700 Combi, STC ST01566LA) (Cont'd)							
14-03-02	MAIN SYS Light							
14-03-02A		С	1	0	May be inoperative in Passenger mode.			
14-03-02B		С	1	0	 (M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight day. 			
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION									
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	NO. 59 PAGE NO.				
	OEING B-737	REVISION NO. 59 PAGE NO. 26-12							
		ММІ	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		MER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
26. FIRE PRO	26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE)	С	-	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.				
14-04-01	(STC ST01566LA Only)	С	12	6	May be inoperative provided all detectors in opposite loop operate normally.				
14-04-02	System Test Feature (737C/QC/-700 Combi, and STC ST01566LA)	С	1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION									
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	REVISION NO. 59				PAGE NO.				
В	OEING B-737		DAT	E: 0	2/13/2017	26-13			
		_			E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.						OR EXCEPTIONS			
26. FIRE PROTECTION									
Sequence No.	Item	1	2	3	4	Change Bar			
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)								
14-04-03	System Power (Blue) Light (PEMCO Aeroplex, Inc.) (-300QC, -300F, STC SA2970SO)	С	1	0		noperative provided smoke erate normally.			
					(Continued)				

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			•		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A'	VIATION ADMINISTRATIO		<u>/ S C</u>	N NC	O. 59	PAGE NO.	
	OEING B-737	IXL			2/13/2017	26-14	
		MMI	EL T	ABL	E KEY		
SYSTEM &		_	REP/	AIR C	CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.				3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
26. FIRE PRO	OTECTION				4. INEIVIAINIO	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)						
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)						
14-04-04	(STC ST00235BO Only)						
14-04-04-01	Smoke Detector Units	С	10	-	` '	s) may be inoperative argo is carried in affected	
14-04-04-02	Smoke Detector Loops	С	20	10	One loop in a inoperative.	ny detector may be	

U.S. DEPARTMENT OF TRANSPORTATION									
			•		MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	IO 59	PAGE NO.			
	OEING B-737	REVISION NO. 59 PAGE NO. 26-15							
		ММІ	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLI				
NO.				J. I		UIRED FOR DISPATCH OR EXCEPTIONS			
26. FIRE PRO	OTECTION								
Sequence No.	Item	1	2	3	4	Change Bar			
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)								
14-04-05	(STC ST00248BO Only)								
14-04-05-01	Smoke Detector Units	С	4	0	Cargo Compa	rative provided Main Deck artment Fire Detection nsidered inoperative.			
14-04-05-02	Smoke Detector Loops	С	8	4	One loop in a inoperative.	ny detector may be			
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION									
			-		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	NO. 59 PAGE NO.				
_	OEING B-737	114	REVISION NO. 59 PAGE NO. 26-16						
		ММІ	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		IBER INSTALLED				
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
26. FIRE PRO	OTECTION				4. KEMAKKO OK EXCEL HONG				
Sequence No.	Item	1	2	3	4 Change Bar				
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)								
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)								
14-04-06	(STC ST01827LA Only)								
14-04-06-01	-300	С	12	10	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.				
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION								
U.S. DEFAR	TWENT OF TRANSPORTA	(1101	N		MASTE	ER MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO		//01/	7N I N	0.50	DACENO		
AIRCRAFT: B	OEING B-737	REVISION NO			0. 59 2/13/2017	PAGE NO. 26-17		
		ММ			E KEY	-		
OVOTENA O		_			CATEGORY			
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALL			
NO.	TT LIVI			3.1		UIRED FOR DISPATCH		
26. FIRE PRO	OTECTION	<u></u>			4. REMARKS	OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4		Change Bar	
14	Main Deck Cargo						Dai	
***	Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)							
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)							
14-04-06	(STC ST01827LA Only) (Cont'd)							
14-04-06-02	-400	С	12	10	` '	ctors may be inoperative are not in adjacent		
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION								
U.S. DEPAR	IMENT OF TRANSPORTA	(TIOI	N		MASTE	ER MINIMUM EQUIPMENT	LIST	
	VIATION ADMINISTRATIO		/ICIC	7010	0.50	DACENO		
AIRCRAFT:	OEING B-737	REVISION NO			0. 59 2/13/2017	PAGE NO. 26-18		
		мм	EL T	ABL	E KEY			
SYSTEM &					CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALL			
NO.				3. N		UIRED FOR DISPATCH OF OR EXCEPTIONS		
26. FIRE PRO	OTECTION				+. INCINIATION	ON EXCELLIONS		
Sequence No.	Item	1	2	3	4		Change Bar	
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)							
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)							
14-04-07	(STC ST01961SE Only)							
14-04-07-01	Smoke Detectors	С	20	19	inoperative po detectors are	ctor (bus A or B) may be rovided remaining verified to operate ore each departure.		
					(Continued)			

U.S. DEPARTMENT OF TRANSPORTATION							
			•		MASTER M	INIMUM EQUIPMENT	LIST
AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	N NC	O. 59 PA	GE NO.	
	OEING B-737				2/13/2017	26-19	
		MMI	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED	ED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR		
26. FIRE PRO	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)						
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)						
14-04-07	(STC ST01961SE Only) (Cont'd)						
14-04-07-02	DET FAULT Light	С	1	0	operate no b) System int	rative provided: noke detector lights frmally, and egrity is verified to frmally before each	
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION							
			•		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/1910) N N	IO. 59	PAGE NO.	
	BOEING B-737				2/13/2017	26-20	
		ММ	EL T	ABL	E KEY	I	
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALL		
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS	
26. FIRE PRO	OTECTION	<u> </u>			T. INEMIARKO	ON EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)						
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)						
14-04-07	(STC ST01961SE Only) (Cont'd)						
14-04-07-03	CCP Smoke Detector Lights	С	20	0	a) DET F norma b) Syster	roperative provided: FAULT Light operates ally, and in integrity is verified to te normally before each ture.	
					(Continued)		

US DEPAR	TMENT OF TRANSPORTA	OIT	N			
			•		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		//) N N	O. 59 PAGE NO.	
	OEING B-737	1\L			2/13/2017 26-21	
		ММІ	ELT	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
26. FIRE PRO	OTECTION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
14	Main Deck Cargo					Dai
***	Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)					
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)					
14-04-07	(STC ST01961SE Only) (Cont'd)					
14-04-07-04	CARGO Light	С	1	0	 (M) May be inoperative provided: a) DEPRESS Light operates normally, b) All Class E shut-Off valves are verified to be closed after pressing the DEPRESS switch, and c) The forward outflow valve is verified to be open after pressing the DEPRESS switch. 	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTE	ER MINIMUM EQUIPMENT L	IST
FEDERAL A	/IATION ADMINISTRATIO	N			IVIAGTE	EK MIMIMOW EQUIPMENT L	-131
AIRCRAFT:	OFINO D 707	RE\			IO. 59	PAGE NO.	
В	OEING B-737	DATE: 02/13/2017				26-22	
		_			E KEY CATEGORY		
SYSTEM &	VIII.	1.1			BER INSTALL	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
00.87965.0.000		. ,			4. REMARKS	OR EXCEPTIONS	
26. FIRE PRO	I				<u> </u>		01
Sequence No.	Item	1	2	3	4		Change Bar
14 ***	Main Deck Cargo Compartment Fire Detection/Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)						
14-04	Smoke Detectors (737C/QC/-700C/-700 Combi, STCs ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)						
14-04-07	(STC ST01961SE Only) (Cont'd)						
14-04-07-05	DEPRESS Light	С	1	0	a) All Claverifie pressi and b) The fo	noperative provided: ass E shut-Off valves are d to be closed after ng the DEPRESS switch, brward outflow valve is d to be open after pressing EPRESS switch.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LI	ST		
	VIATION ADMINISTRATION					<u> </u>		
AIRCRAFT:	AIRCRAFT: BOEING B-737		REVISION NO. 59 PAGE NO. 26-23					
		ММ	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	hange		
15	Lavatory Fire Extinguisher Systems	<u> </u>		3		Bar		
15-01	Passenger Configuration							
15-01A		С	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.			
15-01B		С	-	0	 (M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers. 			
15-02	Cargo Configuration	D	-	0	S. M. Spoudin by Grownhollisold.			

FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:			REVISION NO. 59 PAGE NO.						
<u></u>	BOEING B-737		DATE: 02/13/2017 26-24						
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
26. FIRE PR	OTECTION								
Sequence No.	Item	1	2	3	4		Chang Bar		
16	Lavatory Smoke Detection System								
16-01	Passenger Configuration	С	-	0	smoke detect inoperative properative properative properative properative properative properative properative properative properative properations and all properations are unconsistent properations and properations are unconsistent properations and properations are unconsistent properations and properations are unconsistent properation	ory waste receptacle is			
16-02	Cargo Configuration	D	-	0					
16-03 ***	Lavatory Smoke Detector SELF TEST Switch	С	-	0	associated la	noperative provided vatory smoke detector is erate normally.			
16-04	Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	С	-	0		noperative provided each ke detector is verified to rally.			

AIRCRAFT:	<u>VIATION ADMINISTRATI</u> BOEING B-737				IO. 59 2/13/2017	PAGE NO. 26-25		
	701	BABAI						
SYSTEM & EQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
26. FIRE PR	T	<u> </u>		I .	1.	Ch		
Sequence No. 17 ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)	1	2	3	4			
17-01	Discharge (Yellows) Discs	С	2	0	readings or o	nissing provided indicator ther acceptable means are adequate charge.		
17-02	Thermal (Red) Discs	С	2	0	readings or o	nissing provided indicator ther acceptable means are adequate charge.		
18	Wing-Body Overheat Test System							
18-01	Flight Deck Test Feature	C	1	0	integrity is ve	noperative provided system erified by an acceptable ace each flight day.		

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPM FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 59 PAGE NO.	MENT LIST								
	MASTER MINIMUM EQUIPMENT LIST								
AIRCRAFT: REVISION NO. 59 PAGE NO.									
BOEING B-737 DATE: 02/13/2017 26-26									
MMEL TABLE KEY									
1 REPAIR CATEGORY									
SYSTEM & SEQUENCE ITEM 2. NUMBER INSTALLED									
NO 3. NUMBER REQUIRED FOR DISPAT	СН								
26. FIRE PROTECTION									
Sequence No. Item	Change Bar								
19 Lower Cargo C - 0 (O) May be inoperative provided									
*** Compartment Fire procedures are established and use Detection/Suppression ensure associated compartment	ea to								
Systems (All models remains empty, or is verified to con									
and STCs) only empty cargo handling equipmed ballast (ballast may be loaded in Ul and/or Fly Away Kits.	•								
NOTE 1: Operator MELs must define	20								
which items are approved	for								
inclusion in Fly Away Kits									
which materials can be us as ballast.	sea								
NOTE 2: Class E cargo compartme									
require only installation of smoke or fire detection systems (not suppression									
19-01 Fwd/Aft Detection									
Loops									
19-01-01 *** Boeing installed system, STC ST00749LA-D, ST00763LA-D, C 4 2 (O) One loop (A or B) in each compartment may be inoperative provided opposite loop is checked to the compartment may be inoperative provided opposite loop is checked to the compartment may be inoperative provided opposite loop is checked to the compartment may be inoperative.	·0								
ST01184LA, ST01674AT, ST01424LA, ST10153T, ST01804LA, ST01114WI Only									
(Continued)									

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U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO		//01/	2012	DAGE NO.				
AIRCRAFT:	SOEING B-737	KE			O. 59 PAGE NO. 2/13/2017 26-27				
		ММ			E KEY				
SYSTEM &			REP/	AIR (CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
26. FIRE PR	26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar				
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)								
19-01	Fwd/Aft Detection Loops (Cont'd)								
19-01-02 ***	STC ST00405LA-D Only	С	-	2	(O) May be inoperative provided one loop in each compartment is checked to operate normally.				
19-02 ***	Extinguisher Bottles								
19-02-01 ***	No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	С	1	0	(O) May be inoperative provided associated cargo compartment remains empty.				
19-02-02 ***	No. 2 (Boeing installed system and STC ST01184LA Only)	С	1	0	(M)(O) Except for ER operations, may be inoperative with cargo carried in compartment.				
19-02-03 ***	No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	С	1	0	(M)(O) May be inoperative provided associated cargo compartment remains empty.				
19-02-04 ***	No. LRD2 (STC ST00405LA-D Only)	С	1	0	(O) Except for ER operations, may be inoperative with cargo carried in compartment.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO							
AIRCRAFT:	SOEING B-737	RE\			IO. 59 PAGE NO. 2/13/2017 26-28			
	OCLING B-737	MANAI						
354533990 1575-531 1135555555 (955)					E KEY Category			
SYSTEM & SEQUENCE			2. NUMBER INSTALLED					
NO.	ITEM			3.1	UMBER REQUIRED FOR DISPATCH			
0.0000000000000000000000000000000000000	OTECTION				4. REMARKS OR EXCEPTIONS			
26. FIRE PR	Item	1	2	3	4 Change			
19	Lower Cargo	•	_	J	Bar			
***	Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)							
19-03 ***	Squib Lights (STC ST01424LA, and ST01457LA Only)	С	2	0	(O) May be inoperative provided associated cargo compartment remains empty.			
19-04 ***	DISCH Light(s)							
19-04-01 ***	Boeing installed system, STC ST01184LA and ST00405LA-D Only	С	1	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.			
19-04-02 ***	STC ST01424LA, ST01457LA, and ST01804LA Only	С	2	0	May be inoperative provided associated compartment remains empty.			
19-05 ***	Extinguisher Bottle Pressure Switch (Boeing installed system only)	С	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.			
19-06	EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	С	2	0	 (M) May be inoperative provided: a) Failure is verified to be in squib light circuit, and b) Squib circuit is verified to operate normally once each flight day. 			
					(Continued)			

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			N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	O. 59 PAGE NO.					
	OEING B-737			DATE: 02/13/2017 26-29						
		MMI	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4 Chang					
19	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)		_		Bar					
19-07 ***	Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	В	-	-	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated. NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains illuminated.					
19-07-01	Display of FWD INOP and/or AFT INOP Message(s)	В	-	-	(O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.					
19-07-02	Smoke Detector(s)	С	-	-	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated. NOTE: MX indicator on CDU will remain					
19-08 ***	Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	С	1	0	illuminated. (O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.					
					(Continued)					

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION										
	VIATION ADMINISTRATIO				MASTE	ER MINIMUM EQUIPMENT	LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 59	PAGE NO.					
В	BOEING B-737		DAT	E: 0	2/13/2017	26-30					
		MM	EL T	ABL	E KEY						
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. N		BER INSTALL						
NO.			NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS								
26. FIRE PR	OTECTION	4. KEMAKKS OK EXCELLIONS									
Sequence No.	Item	1	2	3	4		Change Bar				
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)						•				
19-09 ***	DET Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	be inoperative in associated	in each compartment may e provided remaining loop compartment is checked rmally before each					
19-10 ***	FAIL Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	be inoperative in associated	in each compartment may e provided remaining loop compartment is checked rmally before each					
19-11 ***	Smoke Detectors										
19-11-01 ***	STC ST01674AT, and ST01114WI Only	С	-	-	enclosure ma remaining de detector enclo	ector in each detector by be inoperative provided tector in associated osure is verified to operate ore each departure.					
19-11-02 ***	STC ST01424LA, and ST01804LA (-300) Only	С	12	6		noperative provided 2 FWD same loop are functional.					
19-11-03 ***	STC ST01457LA, and ST01804LA (-400) Only	С	14	7		noperative provided 3 FWD same loop are functional.					
19-11-04 ***	STC ST01804LA (-200)	С	10	5		noperative provided 2 FWD same loop are functional.					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO									
AIRCRAFT:	OCINO D 707	RE\	_	_	NO. 59 PAGE NO.					
	OEING B-737		DATE: 02/13/2017 26-31							
					LE KEY CATEGORY					
SYSTEM &	ITEM.	1. 1	_		MBER INSTALLED					
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH					
38181985.75.22					4. REMARKS OR EXCEPTIONS					
	IRE PROTECTION									
Sequence No.	Item	1	2	3	4 Chang Bar					
19 ***	Lower Cargo Compartment Fire Detection/Suppression Systems (All models and STCs) (Cont'd)									
19-12 ***	Fault Panel (E and E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0						
19-13 ***	DETECTOR FAULT Light (Boeing Installed System Only)	С	1	0	(O) May be inoperative provided the cargo fire TEST switch is used to check for faults in the cargo fire detection and suppression system before each flight.					
20	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in Revision 39.					
21	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and -700 Combi)	С	2	0	 (M) May be inoperative provided: a) EE Bay Mode Selector Switch is verified to be in appropriate position for intended airplane configuration before each departure, and b) Passenger Oxygen Shutoff Valve is verified to be in appropriate position for intended airplane configuration before each departure. 					
22 ***	Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	С	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop.					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
			-		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAGE NO.	
-	BOEING B-737				2/13/2017 26-32	
		MMI	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION					
Sequence No.	Item	1	2	3	4	Change Bar
23 ***	Galley Vent Fire Extinguisher System (STC ST09977)	С	1	0	(M) May be inoperative provided procedures are established and used to deactivate cooktop and vent fan.	
24 ***	Smoke Detectors (Jet Aviation Engineering Services (JAES))					
24-01	Equipment Cabinets	С	-	0	(M) May be inoperative provided all equipment in cabinet is deactivated off.	
24-02	Cabin Compartments	С	-	0	(O) May be inoperative provided associated cabin compartment remains open and is continuously monitored.	
25	Engine Start Lever Fire Indication Lights	A	2	0	(O) May be inoperative provided: a) Engine No.1 and Engine No. 2 fire handle switch lights function normally prior to engine start for each flight, and b) Repairs are made within 3 flight days.	

IIS DEPAR	TMENT OF TRANSPORTA	ΔΤΙΩΙ	NI							
			. •		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	O. 59 PAGE NO.					
	BOEING B-737				2/13/2017 27-1					
		_	MMEL TABLE KEY							
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS							
27. FLIGHT	CONTROLS	<u> </u>								
Sequence No.	Item	1	2	3	4 Change Bar					
01	Stabilizer Main Electrical Trim Operating Light (-100/-200)	С	1	0						
02	Takeoff Warning Horn System				Deleted prior to Revision 27.					
03	Wing trailing Edge Flap Position Indication System									
03-01	Mechanical Asymmetry Protection (-100/-200)	С	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.					
04	Leading Edge Flap/Slat Position Light Systems									
04-01	(-300,-400,-500)				1					
04-01A		С	1	0	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operate normally.					
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 59 PAGE NO.	
E	30EING B-737				2/13/2017 27-2	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS					
Sequence No.	Item	1	2	3	4	Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)					
04-01	(-300,-400,-500) (Cont'd)					
04-01B		С	1	0	 (M) Forward panel lights may be inoperative provided: a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, b) Stall warning operation of both systems is verified to operate normally, and c) A placard is installed to indicate proper positions for flap configuration in use. (Continued) 	

### PEDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737 REVISION NO. 59	U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
AIRCRAFT: BOEING B-737 REVISION NO. 59 DATE: 02/13/2017 27-3 MMEL TABLE KEY	FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
SYSTEM & SEQUENCE ITEM NO. ITEM NO. 27. FLIGHT CONTROLS Sequence No. Item 1 2 3 4 Change Bar Position Light Systems (Cont'd) 04-01 (-300,-400,-500) (Cont'd) 04-01-01 Leading Edge Slat Indications (-300/-500) C 6 5 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate		VIATION ADMINIOTRATIC								
SYSTEM & SEQUENCE NO. ITEM ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 27. FLIGHT CONTROLS Sequence No. Item 1 2 3 4 Change Bar O4 Leading Edge Flap/Slat Position Light Systems (Cont'd) O4-01 (-300,-400,-500) (Cont'd) C 6 5 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or 65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate	В	OEING B-737		DAT	E: 0	2/13/2017	27-3			
SEQUENCE NO. 27. FLIGHT CONTROLS Sequence No. Item										
Sequence No. Sequence No. Item	SYSTEM &		1. F				ED			
A. REMARKS OR EXCEPTIONS		ITEM		2. 1						
Sequence No. Item 1 2 3 4 Change O4 Leading Edge Flap/Slat Position Light Systems (Cont'd) O4-01 (-300,-400,-500) (Cont'd) C5 6 5 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or 65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate	NO.									
O4 Leading Edge Flap/Slat Position Light Systems (Cont'd) O4-01 (-300,-400,-500) (Cont'd) O4-01-01 Leading Edge Slat Indications (-300/-500) C 6 5 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate	27. FLIGHT (CONTROLS								
Position Light Systems (Cont'd) 04-01 (-300,-400,-500) (Cont'd) 1 Leading Edge Slat Indications (-300/-500) C 6 5 (M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate	Sequence No.	Item	1	2	3	4		Change Bar		
(Cont'd) D4-01-01 Leading Edge Slat Indications (-300/-500) Leading Edge Slat Indications (-300/-500) C	04	Position Light Systems								
Indications (-300/-500) panel, and in addition, indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flightcrew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate	04-01									
	04-01-01		C	6	5	panel, and in for one leading annunciator provided: a) Normal flights and late b) Maximus 300 K .65 Maximus c) All renoverhed operated d) Stall was system	addition, indication lights ag edge slat on overhead banel may be inoperative all operation is verified by rew before each takeoff anding, num speed is limited to IAS at/below FL 200 or each above FL 200, maining indications on ead annunciator panel te normally, and varning operation of both ms is verified to operate			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL AV	/IATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VIATION ADMINIOTRATIC		REVISION NO. 59 PAGE NO.						
В	OEING B-737		DAT	E: 0	2/13/2017	27-4			
		_			E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS							
27. FLIGHT (CONTROLS								
Sequence No.	Item	1	2	3	4		Change Bar		
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)								
04-01	(-300,-400,-500) (Cont'd)								
04-01-02	Leading Edge Slat Indications (-400)	C	6	5	panel, and in for one leadin slats 3 and 4, panel may be a) Norma flightch and lab) Maxim 300 K .65 Ma c) All renoverhed operated) Stall w	addition, indication lights ag edge slat, except for on overhead annunciator inoperative provided: all operation is verified by rew before each takeoff anding, num speed is limited to IAS at/below FL 200 or ach above FL 200, maining indications on ead annunciator panel te normally, and varning operation of both ms is verified to operate ally.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LI	ST				
AIRCRAFT:			REVISION NO. 59 PAGE NO.							
В	OEING B-737		DAT	E: 0	02/13/2017 27-5					
			MMEL TABLE KEY							
SYSTEM &		1. 1			CATEGORY MBER INSTALLED					
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS							
27. FLIGHT	7. FLIGHT CONTROLS									
Sequence No.	Item	1	2	3	4	Change Bar				
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)									
04-02	(-100, -200, -600, -700, -800, -900, -900ER)									
04-02A		С	1	0	Aft overhead LE DEVICES Annunciator panel may be inoperative provided forward panel lights operates normally.					
04-02B		C	1	0	inoperative provided: a) Aft overhead LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, and b) A placard is installed to indicate proper position for flap configuration in use.					
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:					IO. 59	PAGE NO.				
В	OEING B-737		DAT	E: 0	2/13/2017	27-6				
					E KEY					
SYSTEM &		1. F			CATEGORY	ED				
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH								
NO.			4. REMARKS OR EXCEPTIONS							
27. FLIGHT CONTROLS										
Sequence No.	Item	1	2	3	4		Change Bar			
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)									
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)									
04-02-01	Leading Edge Slat indications (-100/-200)	C	6	5	panel, and in for one leadin annunciator p provided: a) Norma flightc and la b) Maxim 300 K or.65 c) All ren overhe	tion lights on forward addition, indication lights ag edge slat on overhead banel may be inoperative all operation is verified by the state of the s				
					(Continued)					

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION										
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST				
AIRCRAFT:		_			IO. 59	PAGE NO.					
В	BOEING B-737		DAT	27-7							
					E KEY						
SYSTEM &		1. F			CATEGORY BER INSTALLI	E D					
SEQUENCE	ITEM		UIRED FOR DISPATCH								
NO.				0. 1		OR EXCEPTIONS					
27. FLIGHT CONTROLS											
Sequence No.	Item	1	2	3	4		Change Bar				
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)										
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)										
04-02-02	Leading Edge Slat Indications (-600/-700)	C	8	7	panel, and in for one leadin slats 4 and 5, panel may be a) Norma flighter and la b) Maxim 300 Kl .65 Ma c) All ren overhe operat d) Stall w	num speed is limited to IAS at/below FL 200 or each above FL 200, naining indications on ead annunciator panel te normally, and varning operation of both ns is verified to operate					
					(Continued)						

U.S. DEPAR	U.S. DEPARTMENT OF TRANSPORTATION										
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST				
AIRCRAFT:					IO. 59	PAGE NO.					
В	OEING B-737		DAT	E: 0	2/13/2017	27-8					
					E KEY						
SYSTEM &		1. F			CATEGORY						
SEQUENCE	ITEM		2. 1		BER INSTALL	UIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS								
27. FLIGHT CONTROLS											
Sequence No.	Item	1	2	3	4		Change Bar				
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)										
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)										
04-02-03	Leading Edge Slat Indications (-800)	C	8	7	panel, and in for one leading slats 3, 4, 5, annunciator provided: a) Normal flighte and laby Maxim 300 K .65 Maxim overheld operated d) Stall w	tion lights on forward addition, indication lights ag edge slat, except for and 6, on overhead banel may be inoperative all operation is verified by rew before each takeoff anding, num speed is limited to IAS at/below FL 200 or ach above FL 200, maining indications on ead annunciator panel te normally, and varning operation of both ms is verified to operate ally.					
					(Continued)						

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 59	PAGE NO.	
В	OEING B-737		DAT	ΓE: 0	2/13/2017	27-9	
		_			E KEY		
SYSTEM &		1. H			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				56.6		OR EXCEPTIONS	
27. FLIGHT	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
04	Leading Edge Flap/Slat Position Light Systems (Cont'd)						
04-02	(-100, -200, -600, -700, -800, -900, -900ER) (Cont'd)						
04-02-04	Leading Edge Slat Indications (-900/-900ER)	C	8	7	panel, and in for one leading slats 2, 3, 4, 5 annunciator provided: a) Normal flighte and late b) Maximus 300 K .65 Maximus c) All reproverse operated b) Stall v	tion lights on forward addition, indication lights ag edge slat, except for 5, 6, and 7 on overhead banel maybe inoperative all operation is verified by rew before each takeoff anding, num speed is limited to IAS at/below FL 200 or ach above FL 200, maining indications on ead annunciator panel te normally, and varning operation of both ms is verified to operate ally.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	SION NO. 59 PAGE NO.					
BOEING B-737				DATE: 02/13/2017 27-10					
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
27. FLIGHT CONTROLS									
Sequence No.	Item	1	2	3	4	Change Bar			
05	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	С	2	0	May be inoperative provided warning lights, hydraulic pressure and quality indicators operate normally.				
06	Mach Trim System				Moved to Item 22-5 prior to Revision 27.				
07 ***	Auto Speed Brake System								
07-01	All Models except -800 with Short Field Performance (SFP) Option and -900 ER	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet or Split Scimitar Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative. 				
07-02	-800SFP	С	1	0	(M)(O) May be inoperative provided: a) System is deactivated, andb) Appropriate performanceadjustments are applied.	1			
07-03	-900ER	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) Load Alleviation System is considered inoperative. 	I			

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			•		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRA		\/IQI	א ואר	IO. 59 PAGE NO.	
	BOEING B-737				2/13/2017 PAGE NO. 27-11	
		мм	EL T	ABL	E KEY	
SYSTEM &					CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
08	Flap Load Limiter System					Dai
08-01 ***	-100/-200	С	1	0	(M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg).	I
08-02	-300/-400/-500	С	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.	
08-03	-600	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg).	I
08-04	-700	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg).	l
					(Continued)	

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U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT	LICT
FEDERAL A	/IATION ADMINISTRATIO	ON			MASTER MINIMOM EQUIPMENT	LIST
AIRCRAFT:					O. 59 PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017 27-12	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
27. FLIGHT (CONTROLS					
Sequence No.	Item	1	2	3	4	Chang e Bar
08	Flap Load Limiter System (Cont'd)					
08-05	-800 without Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs. (42,635 kg), and b) Flaps are not extended beyond Flaps15 at gross weights above 104,875 lbs. (47,570 kg).	I I
08-06	-800 with Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lbs. (61,597 kg).	
08-07	-900	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lbs. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lbs. (47,686 kg).	1

(Continued)

AIRCRAFT:	VIATION ADMINISTRATI		VISIO	N NC	IO. 59 PAGE NO.			
E	BOEING B-737	D			DATE: 02/13/2017 27-13			
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
27. FLIGHT		<u> </u>	T _	Ι	T.	Chang		
Sequence No.	Flap Load Limiter System (Cont'd)	1	2	3	4	Bar		
08-08	-900ER	C	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lbs. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weighs above 113,400 lbs. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lbs. (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lbs. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lbs. (79,832 kg).			
09	Control Wheel Trim Switch Systems	В	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.			
10	FEEL DIFF PRESS Light System	В	1	0	(M) May be inoperative provided Elevator feel system is verified to operate normally once each flight day.	 		
11	Auto Slat Fail Light System (-300/-400/ -500/-600/-700/-800/ -900/-900ER)	С	1	0	 (M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every 2 flight days. 	I		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N						
EEDEDAI A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 59 PAGE NO.				
	BOEING B-737				02/13/2017 27-14				
		MM	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		MBER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
27. FLIGHT	CONTROLS				4. REMARKS ON EXCELLIONS				
Sequence No.	Item	1	2	3	4	Change Bar			
12	Auto Slat Systems	С	2	1	(O) One system may be inoperative	Dai			
	(-300/-400/-500600/			-	provided:				
	-700/-800/-900/-900ER)				a) Remaining auto slat system is				
					checked to operate normally, and				
					b) Auto Slat fail light operates	1			
					normally.	·			
13	Stall Warning Systems								
13-01	(-200/-300/-400/-500/	С	-	1	(M) One may be inoperative provided				
	-600/-700/-800/-900/				remaining system is verified to operate				
	-900ER) without Blended Winglet or Split				normally before each departure.				
	Scimitar Winglet)								
	(-300/-500 with Blended								
	Winglet)								
13-02	(-700/-800/-900 with	С	2	1	(M) One may be inoperative provided				
	Blended Winglet or Split				remaining system is verified to operate				
	Scimitar Winglet without Speedbrake Load				normally before each departure.				
	Alleviation System)								
					(Continued)				
					(Continued)				

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			•		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A	IO. 59 PAGE NO.					
AIRCRAFT: B	OEING B-737	KE			IO. 59 PAGE NO. 2/13/2017 27-15	
		мм			E KEY	
CVCTEM		_			CATEGORY	
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.	11 EW			3.1	NUMBER REQUIRED FOR DISPATCH	
27. FLIGHT (CONTROLS	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
13	Stall Warning Systems (Cont'd)					Dai
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System)	С	2	1	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.	
13-03-01	(-700)					
13-03-01A		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lbs. (64,683 kg) and). d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 143,000 lbs. (64,683 kg). 	
					(Continued)	

U.S. DEPARTMENT OF TRA	NSPORTATIO	N						
FEDERAL AVIATION ADMIN	IISTRATION			MAST	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:				O. 59	PAGE NO.			
BOEING B-737		DAT	E: 0	2/13/2017	27-16			
				E KEY				
SYSTEM &	1. F			CATEGORY BER INSTALL	ED			
SEQUENCE ITEM		2. 1			UIRED FOR DISPATCH			
NO.			0.1		OR EXCEPTIONS			
27. FLIGHT CONTROLS								
Sequence No. Item	1	2	3	4		Change Bar		
13 Stall Warning S (Cont'd)	Systems							
13-03 (-700/-800/-900 Blended Wingle Scimitar Wingle Speedbrake Lo Alleviation Sys (Cont'd)	et or Split et with pad							
13-03-01 (-700) (Cont'd)								
13-03-01B	C	2	1	provided: a) Remais veribefore b) Speed normaifull up c) Taked	aining stall warning system ified to operate normally e each departure, dbrake handle forces are all from full down position to position, and off weight does not exceed 00 lbs. (65,544 kg).			
				(Continued)				

IIS DEPAR	TMENT OF TRANSPORTA	TIO	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	NO. 59 PAGE NO.				
_	OEING B-737				02/13/2017 27-17				
		ММ	EL T	ABL	LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
27. FLIGHT CONTROLS									
Sequence No.	Item	1	2	3	4 Change Bar				
13	Stall Warning Systems (Cont'd)								
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)								
13-03-02	(-800)								
13-03-02A		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 155,000 lbs. (70,306 kg). 				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUN	A FOLUDIATION	LICT	
FEDERAL A	VIATION ADMINISTRATIO	N			ININIINI DEL INIINIINI	VI EQUIFIVIEIVI	LIOI	
AIRCRAFT:	OEING B-737		REVISION NO. 59 PAGE NO. DATE: 02/13/2017 27-18					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	_	MEL TABLE KEY REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
27. FLIGHT (CONTROLS				4. INDIVINIO ON EXOL	110110		
Sequence No.	Item	1	2	3	4		Change Bar	
13	Stall Warning Systems (Cont'd)							
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)							
13-03-02	(-800) (Cont'd)							
13-03-02B		С	2	1	(M) No. 2 SMYD may be provided: a) Remaining stall we is verified to operate before each depate b) Speedbrake hand normal from full defull up position, art c) Takeoff weight do 156,500 lbs. (70,9)	arning system ate normally rture, le forces are own position to ad es not exceed		
					(Continued)			

II S DEDAD	TMENT OF TRANSPORTA	TIO	NI				
			•		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 59 PAGE NO.							
					02/13/2017 PAGE NO. 27-19		
		ММ	EL T	ABL	LE KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		IBER INSTALLED		
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
27. FLIGHT (CONTROLS				4. KEMAKKS OK EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
13	Stall Warning Systems (Cont'd)				bdi		
13-03	(-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)						
13-03-03	(-900ER)						
13-03-03A		С	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 170,000 lbs. (77,110 kg). 		
					(Continued)		

U.S. DEPARTMENT OF TRANSPORTATION	•									
			MASTER MINIMUM EQUIPMENT LIST							
FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REV	O. 59 PAGE NO.									
			2/13/2017 27-20							
MME	LT	ABL	E KEY							
SYSTEM & 1. R			CATEGORY							
SEQUENCE ITEM	2. 1		BER INSTALLED							
NO.		3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
27. FLIGHT CONTROLS										
Sequence No. Item 1	2	3	4 Chang Bar							
13 Stall Warning Systems (Cont'd)										
13-03 (-700/-800/-900ER with Blended Winglet or Split Scimitar Winglet with Speedbrake Load Alleviation System) (Cont'd)										
13-03-03 (-900ER) (Cont'd)										
13-03-03B C	2	1	 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is verified to operate normally before each departure, b) Speedbrake handle forces are normal from full down position to full up position, and c) Takeoff weight does not exceed 171,500 lbs. (77,791 kg). 							
14 Rudder Trim Indicator										
14-01 (-600/-700/-800/-900/ -900ER) C	1	0	 (O) May be inoperative provided: a) Control Surface Position Indication System is installed and operates normally, b) Rudder trim actuator is checked to operate normally, and c) Rudder trim is checked to be centered before each departure. 							
			(Continued)							

BOEING B-737 DATE: 02/13/2017 27-21 MMEL TABLE KEY SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 27. FLIGHT CONTROLS	AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAC	SE NO.	
1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	_	BOEING B-737						
SYSTEM & SEQUENCE NO.			_					
Sequence No. Item 1 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		ITEM	1. F					
Sequence No. Item		II EW			3. 1			
14 Rudder Trim Indicator (Cont'd) 14-02 (All models, upon incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent) 15 Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC ST00131SE) 16 SPEED BRAKE/ SPEEDBRAKES EXTENDED Light 16-01 (-300/-400/-500) 16-02 (-600/-700/-800/-900/-900ER) 17 Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/ER) 18 Control Surface Position C 1 0 (O) May be inoperative provided: a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure. 1 0 (O) May be inoperative provided: a) Rudder trim is checked to operate normally. 1 0 (M) May be inoperative provided speedbrakes are verified to operate normally.	27. FLIGHT	CONTROLS						
(Cont'd) 14-02 (All models, upon incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent) 15 Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC ST00131SE) 16 SPEED BRAKE/ SPEEDBRAKES EXTENDED Light 16-01 (-300/-400/-500) 17 Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/E) 18 Control Surface Position C 1 0 (O) May be inoperative provided: a) Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked centered before each departure. 1 0 (M) May be inoperative provided speedbrakes are verified to operate normally.	Sequence No.	Item	1	2	3	4		Ch
incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent) 15 Mechanical Flaps Position 30 Stop (-100/-200 Modified by STC ST00131SE) 16 SPEED BRAKE/ SPEEDBRAKES EXTENDED Light 16-01 (-300/-400/-500) 17 Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900ER) 18 Control Surface Position 19 Rudder trim actuator is checked to operate normally, and b) Rudder trim is checked to operate normally, and b) Rudder trim actuator is checked to operate normally, and b) Rudder trim actuator is checked to operate normally, and b) Rudder trim actuator is checked to operate normally, and b) Rudder trim actuator is checked to operate normally.	14							
### Position 30 Stop (-100/-200 Modified by STC ST00131SE) 16	14-02	incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or	С	1	0	a) Rudder trim to operate rb) Rudder trim	n actuator is checked normally, and n is checked centered	
SPEEDBRAKES EXTENDED Light		Position 30 Stop (-100/-200 Modified by	С	1	0			
16-02 (-600/-700/-800/-900/ -900ER) C 1 0 (M) May be inoperative provided speedbrakes are verified to operate normally. 17 Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/-900/ER) C 1 0 18 Control Surface Position C 1 0	16	SPEEDBRAKES						
-900ER) Speedbrakes are verified to operate normally. C 1 0 Interconnect System (WTRIS) (-600/-700/-800/-900/-900ER) C 1 0 OPER OPER OPER OPER OPER OPER OPER OPER		(-300/-400/-500)	D	1	0			
Interconnect System (WTRIS) (-600/-700/ -800/-900/-900ER) 18 Control Surface Position C 1 0	16-02	•	С	1	0	speedbrakes are v		
	17	Interconnect System (WTRIS) (-600/-700/	С	1	0			
			С	1	0			

US DEPAR	TMENT OF TRANSPORTA	OITA	N				
			-		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 59 PAGE NO.		
	BOEING B-737				02/13/2017 27-22		
					LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change		
19	Rudder Pressure Reducer (RPR) System (-100/-200/-300/-400/ -500)	С	1	0	(M)(O) May be inoperative provided: a) RPR system is deactivated, and b) RPR valve is verified to provide high pressure output.		
20	Speed Brake Load Alleviation System						
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE						
20-01-01	-700						
20-01-01A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lbs. (64,863 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 143,000 lbs. (65,863 kg), and d) Automatic Speed Brake System is considered inoperative. 		
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 59	PAGE NO.	
Е	BOEING B-737		DAT	E: 0	2/13/2017	27-23	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLE	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0		OR EXCEPTIONS	
27. FLIGHT	CONTROLS						
Sequence No.	Item	1	2	3	4		Change Bar
20 ***	Speed Brake Load Alleviation System (Cont'd)						
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE						
20-01-01	-700 (Cont'd)						
20-01-01B		С	1	0	a) Speed norma positio b) Takeo	operative provided: lbrake handle forces are I from full down to full up on, and ff weight does not exceed 00 lbs. (65,090 kg).	
					(Continued)		
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		
			-		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	O. 59 PAGE NO.
	BOEING B-737		DAT	E: 0	2/13/2017 27-24
		MM	EL T	ABL	E KEY
SYSTEM & SEQUENCE	ITEM	1. F			CATEGORY BER INSTALLED
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH
27. FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
20	Speed Brake Load Alleviation System (Cont'd)				Jai
20-01	-700/-800 with Blended Winglet or Split Scimitar Winglet STC ST00830SE (Cont'd)				
20-01-02	-800				
20-01-02A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lbs. (70,306 kg), c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 155,000 lbs. (70,306 kg), and d) Automatic Speed Brake System is considered inoperative.
20-01-02B		С	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kb).
					(Continued)

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			. •		MASTER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	A IAC	IO. 59 PAGE NO.		
	OEING B-737		REVISION NO. 59 PAGE NO. 27-25				
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
27. FLIGHT	CONTROLS				THE MARKS SIX EXSEL FIGURE		
Sequence No.	Item	1	2	3	4	Change Bar	
20 *** 20-02	Speed Brake Load Alleviation System (Cont'd) -300/-500 with Blended						
20 02	Winglet STC ST01219SE						
20-02A		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 125,000 lbs. (56,699 kg), and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach whichever is lower, when inflight gross weight is in excess of 125,000 lbs. (56,699 kg). 	1	
20-02B		C	1	0	(M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 126,500 lbs. (57,380 kg).		
					(Continued)		

FEDERAL A	VIATION ADMINISTRATIC		VISIO	ON N	O. 59 PAGE NO.	
	BOEING B-737		DAT	E: 0	2/13/2017 27-26	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
27. FLIGHT	CONTROLS					
Sequence No.	Item	1	2	3	4	Change Bar
20	Speed Brake Load Alleviation System (Cont'd)					
20-03	-900ER with Blended Winglet or Split Scimitar Winglet					
20-03A		С	1	0	 (M)(O) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, b) in excess of 170,000 lbs. (77,100 kg), and c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 170,000 lbs. (77,110 kg), and d) Automatic Speedbrake System is considered inoperative. 	
20-03B		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 170,500 lbs. (77,337 kg). 	1
21 ***	STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or production equivalent incorporated)	С	1	0	 (M)(O) May inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operate normally, and c) Rudder force fight monitor is deactivated. 	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 59 PAGE NO.	
В	OEING B-737				2/13/2017 27-27	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT		1	1	ı		101
Sequence No.	Item	1	2	3	4	Change Bar
22 ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)					
22-01	-200	С	1	0	 May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collaring circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and d) All other aspects of QWS supplement are followed. NOTE: c/b MS3320-3 is located on P6-2 panel 	
23	Elevator Tab Control Springs (-600/-700/-800/ -900/-900ER)	A	4	3	(M) One may be broken or missing provided: a) Broken spring is removed, and b) Repairs are made within 10 flight days.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MA OTER MINIMUM FOLURATION	
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST	1
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 28-1	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL		•				
Sequence No.	Item	1	2	3	4 Chang Bar	
01	Fuel Boost Pumps (Main Tanks)					
01-01	(-100/-200/-300/-400/ -500) (All pumps except Plessey 8240 MK I and MK II)					
01-01-01	Aft Pumps	С	2	1	 (M)(O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) A minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated. 	
01-01-02	Forward Pumps	С	2	1	(M)(O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) A minimum fuel quantity of 1,800 lbs. (817 kg), and d) Boost pump is deactivated.	

AIRCRAFT:	VIATION ADMINISTRATIO		_	_	IO. 59 2/13/2017	PAGE NO.	
	SOEING B-737	8484				28-2	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL Sequence No.	Item	1	2	3	4		Chan
01	Fuel Boost Pumps (Main Tanks) (Cont'd)	'		3	-		Bar
01-02	(-100/-200/-300) (Plessey 8240 MK I and MK II)						
01-02-01	Aft Pumps	С	2	1	may be inope a) Both r opera b) At sta assoc 7,500 c) A min 2,500 mainta and	ot for ER operations, one erative provided: main tank forward pumps te normally, rt of takeoff, fuel quantity in stated tank is not less than lbs. (3,402 kg), imum fuel quantity of lbs. (1,134 kg) is ained in associated tank, a pump is deactivated.	
01-02-02	Forward Pumps	C	2	1	may be inope a) Both r opera b) At sta assoc 4,800 c) A min 1,800 in ass	ot for ER operations, one erative provided: main tank aft pumps te normally, rt of takeoff, fuel quantity in ciated tank is not less than lbs. (2,177 kg), imum fuel quantity of lbs. (817 kg) is maintained cociated tank, and a pump is deactivated.	

AIRCRAFT:	VIATION ADMINISTRATI OEING B-737				O. 59 PAGE NO. 28-3	
	OEING B-737	DADA			E KEY	
SYSTEM & EQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
01	Fuel Boost Pumps (Main Tanks) (Cont'd)					1
01-03	(-600/-700/-800/-900/ -900ER)					
01-03-01	Aft Pumps	С	2	1	 (M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs. (3,402 kg), c) A minimum fuel quantity of 2,500 lbs. (1,134 kg) is maintained in associated tank, and d) Boost pump is deactivated. 	
01-03-02	Forward Pumps	C	2	1	 (M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs. (2,177 kg), c) A minimum fuel quantity of 1,800 lbs. (817 kg) is maintained in associated tank, and d) Boost pump is deactivated. 	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MA OTED MINIMUM EQUIDMENT LIGT			
FEDERAL A	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 28-4			
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
28. FUEL		<u>'</u>						
Sequence No.	Item	1	2	3	4 Change Bar			
02	Fuel Boost Pumps (Center Tank)							
02A		С	2	1	(M) May be inoperative provided:a) Tank remains empty, andb) Boost pump is deactivated.			
02B		C	2	1	 (M)(O) May be inoperative with center tank fueled provided: a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time, b) Zero fuel weight calculations are adjusted by weight of center tank fuel, c) Effect on airplane balance, in event fuel cannot be used, is accounted for, d) LOW PRESSURE light of operating center fuel tank pump operates normally, e) Center tank quantity indication operates normally, and f) Boost pump is deactivated. 			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	OEING B-737				IO. 59 2/13/2017	PAGE NO. 28-5	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLE JUMBER REQI	ED UIRED FOR DISPATCH OR EXCEPTIONS	
28. FUEL					1		
Sequence No.	Item	1	2	3	4		Change Bar
02	Fuel Boost Pumps (Center Tank) (Cont'd)						
02C		С	2	0	a) Center operat b) Center zero fu adjuste fuel, ar c) Boost	operative provided: r tank quantity indication res normally, r tank remains empty or uel weight calculations are ed by weight of center tank nd pump is deactivated. mitations for fuel loading be observed.	
02-01	Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/ -800/-900)	C	2	0		rative provided associated post pump is considered	
					(Continued)		

FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	SOEING B-737	RE			IO. 59 2/13/2017	PAGE NO. 28-6			
	OCING D-737	DADA.				20-0			
		_			E KEY CATEGORY				
SYSTEM &	ITEM		2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH			
0808789545250					4. REMARKS	OR EXCEPTIONS			
28. FUEL	lta-m			1	14	Chan			
Sequence No.	Item	1	2	3	4	Bai			
03	Fuel Boost Pump Low Pressure Warning Light Systems								
03-01	Main Tank Pump Low Pressure Warning Light Systems	С	4	3	a) Associused, b) MAST FUEL	e inoperative provided: iated fuel pump is not and ER CAUTION lights and system annunciator light erified to operate normally.			
03-01-01	Main Tank Pump Lights								
03-01-01A		С	4	3	a) Both p operat b) Assoc	erative provided: bumps in associated tank te normally, and biated tank quantity tor operates normally.			
03-01-01B		С	4	3	May be inope inoperative pu	rative for an associated ump.			
03-02	Center Tank Pump Low Pressure Warning Light Systems								
03-02A		С	2	1	a) Associused, b) MAST FUEL	e inoperative provided: ciated fuel pump is not and ER CAUTION lights and system annunciator light crified to operate normally.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATION OEING B-737			_	NO. 59 PAGE NO. 28-7			
	OLING B-737	BABA						
SYSTEM &	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
NO.				0	4. REMARKS OR EXCEPTIONS			
28. FUEL			1					
Sequence No.	Item	1	2	3	4			
03	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd) Center Tank Pump Low Pressure Warning Light Systems (Cont'd)							
03-02B		С	2	0	 May be inoperative provided: a) Center tank fuel is not required for flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel. 			
03-02-01	Center Tank Pump Lights	С	2	0	 (M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator operates normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. 			
04	APU Fuel Valve	С	1	0	(M)(O) Except for ER operations, may be inoperative provided:a) APU is not used, andb) Valve is deactivated closed.			
05	Crossfeed VALVE OPEN Light	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Crossfeed valve is verified to operate normally, b) Fuel quantity indication for both main tanks operates normally 			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N							
 FEDERAL AV	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	OEING B-737		REVISION NO. 59 PAGE NO. DATE: 02/13/2017 28-8							
		ММ								
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL										
Sequence No.	Item	1	2	3	4 Change					
06	Flight Deck Fuel Quantity Indicators (Main Tanks)	С	2	1	 (M)(O) Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank operate normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and e) Fuel quantity in associated main tank is verified by an acceptable procedure. 					
07 07-01	Flight Deck Fuel Quantity Indicator (Center Tank) (-100 and -600/-700/ -800/-900/-900ER)	С	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.					
07-02	(-200/-300/-400/-500)	С	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty					
					(Continued)					

FEDERAL A	<u>VIATION ADMINISTRATIC</u>	<u>N</u>							
AIRCRAFT:	SOEING B-737	RE'			IO. 59 2/13/2017	PAGE NO. 28-9			
	DOCING D-737	DADA.				20-9			
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
1265/7865/2329					4. REMARKS	OR EXCEPTIONS			
28. FUEL	16				1.	Cha			
Sequence No.	Item	1	2	3	4	В			
07	Flight Deck Fuel Quantity Indicator (Center Tank) (Cont'd)								
07-03	(-100/-200/-300/-400/ -500)	С	1	0	inoperative pr a) Both o operation b) Fuel o	center tank boost pumps te normally, and quantity in center tank is ed by an acceptable			
07-04	(-600/-700/-800/-900/ -900ER) with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	С	1	0	inoperative pr a) Both o operat b) Fuel o	center tank boost pumps te normally, and quantity in center tank is ed by an acceptable			
08	Fuel Temperature Indicator	С	1	0	Temperature	erative provided Total Air or Ram Air Temperature is s an indication of fuel			
09	Fuel Quantity Totalizer	С	1	0					
10	Pressure Fueling System	С	1	0	· '	noperative provided cedures are established			
10-01	Fueling Manifold Check Valves	С	-	0	associated Fu	noperative provided ueling Shutoff Valve is erate normally.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	OIT	N		MACTED MAINIMALINA COLUDNACNIT L'OT			
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 02/13/2017 28-10			
		ммі	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
33.5766.5557		ļ		V 200	4. REMARKS OR EXCEPTIONS			
28. FUEL				1	10			
Sequence No.	Item	1	2	3	4 Change Bar			
10	Pressure Fueling System (Cont'd)							
10-02	Fueling Shutoff Valve	С	-	0	(M) May be inoperative closed provided: a) Verify the refuel valve is closed by pressurizing the fueling manifold and verify that fuel does not flow to the tank with the failed refuel valve, and b) After removal of the fueling nozzle, check the fueling receptacle for leakage. Leakage is not allowed.			
10-03	Refuel Panel Fueling Power Control Switch	С	1	0	May be inoperative off provided refuel panel indicator test switch operates normally in AUX FUELING POWER CONTROL position or FUEL DOOR SWITCH BYPASS position as applicable.			
11 ***	Fueling Bay Fuel Cap	D	1	0				
12	Refueling Control Panel Quantity Indicators	С	-	0	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure:			
13	Manually Operated De-fueling Valve				Deleted prior to Revision 27.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTE	ER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATION								
AIRCRAFT:	OEING B-737	RE			IO. 59 2/13/2017	PAGE NO. 28-11			
	OLINO D-131	BABA				20-11			
1945 1999 1995 1911 1945 1950 1960 1					E KEY CATEGORY				
SYSTEM &	ITEM		2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH						
2018/7896/12/2019		<u> </u>			4. REMARKS	OR EXCEPTIONS			
28. FUEL	I.	1 .	T .		T .	Change			
Sequence No.	Item	1	2	3	4	Bar			
14 ***	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)								
14A		С	2	1	a) Fuel q adequ destination fails at b) Fuel ir	be inoperative provided: puantity in other tanks is late to reach an alternate ation if remaining pump t any time, and n tank is included as part of luel weight.			
14B		С	2	0	May be inope remains empt	rative provided tank ty.			
14C		С	2	0		rative provided fuel in tank part of zero fuel weight.			
15 ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)								
15-01	Boeing Tank Indicator (Boost Pump Transfer System)								
15-01A		С	1	0		e inoperative provided both operate normally when			
15-01B		С	1	0	May be inope remains empt	rative provided tank ty.			
					(Continued)				

	VIATION ADMINISTRATIO		// 014		MASTER MINIMUM EQUIPMENT LIS			
AIRCRAFT:	SOEING B-737	RE	_	_	NO. 59 PAGE NO. 28-12			
		ММ			LE KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
28. FUEL		<u> </u>						
Sequence No.	Item	1	2	3	4 Cha			
15 ***	Flight Deck fuel Quantity Indicators (Aft Auxiliary Tank) (Cont'd)							
15-02	Rogerson/PATS Tank Indicator (Pressurized Transfer System)							
15-02A		С	1	0	 (M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer. 			
15-02B		С	1	0	May be inoperative provided tank remains empty.			
16	Fuel Measuring Sticks/Dripsticks	С	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.			
17 ***	Fuel Scavenge System							
17A		С	1	0	May be inoperative with fuel scavenge shutoff valve closed.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM	I EQUIPMENT LIS	i l				
AIRCRAFT:	30EING B-737				O. 59 PAGE NO. 2/13/2017	28-13					
		мм	MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS									
28. FUEL		4. REWARKS OR EXCEPTIONS									
Sequence No.	Item	1	2	3	4		ange 3ar				
17	Fuel Scavenge System (Cont'd)										
17B		С	1	0	(O) May be inoperative wi scavenge shutoff valve op No. 1 Main Fuel Tank forv pump remains off.	en provided					
17C		С	1	0	May be inoperative with fushutoff valve open provide remains empty.						
18 ***	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)										
18A		С	2	1	 (O) One may be inoperating a) Remaining transfe operates normally, b) Fuel quantity in other adequate to reached destination if remafails at any time, and control of the control of th	r system ner tanks is an alternate ining valve nd					
18B		С	2	0	May be inoperative provid remains empty.	ed tank					
18C		С	2	0	May be inoperative provid is included as part of zero						

U.S. DEPAR	RTMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO								
AIRCRAFT:	BOEING B-737	RE'			NO. 59 PAGE NO. 02/13/2017 28-14				
		ММ	EL T	ABL	LE KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL									
Sequence No.	Item	1	2	3	4 Change Bar				
19 ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	С	2	1	(O) One may be inoperative provided: a) Remaining refueling valve operates normally, and b) Automatic refueling shutoff system operates normally.				
20 ***	Aft Auxiliary Tank LOW PRESSURE TRANSFER Lights (Rogerson Aux Tank)								
20A		С	2	1	 (O) One may be inoperative provided: a) Auxiliary fuel tank indicator operates normally, and b) Automatic transfer system operates normally. 				
20B		С	2	0	(O) May be inoperative for an associated inoperative fuel transfer system.				
21	Fuel Quality Test Switches								
21-01	Digital System	С	-	0					
21-02	Analog System (-100/-200/-300)								
21-02-01	Flight Deck	С	1	0	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight day.				
21-02-02	Fueling Panel	С	-	0	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.				

MMEL TABLE KEY	AIRCRAFT:	VIATION ADMINISTRATION SOEING B-737			_	IO. 59	PAGE NO. 28-15	
SYSTEM & SEQUENCE NO. ITEM I		OCING D-737	DADA.				20-13	
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 22. FUEL Sequence No. Item			_					
3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 28. FUEL Sequence No. Item			''				ED	
28. FUEL Sequence No. Item 1 2 3 4 22 FUEL/SPAR VALVE CLOSED Lights (-100/-200/-300/-400/-500) C 2 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally operates normally. 22-02 SPAR VALVE CLOSED Lights (-600/-700/-800/-900/ER) C 2 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operate normally, and b) Crossfeed VALVE OPEN light operates normally. 23 Fuel Summation Unit (FSU) (-200/-300/-400/-500) FUEL SUMMAN (FSU) (-200/-300/-400/-500) C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. 23-02 FMCS (Software Update 7.4 and prior) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 23-03 FMCS (Software Updates 7.5, 8.5, and 10x) Incorporated as a sub-item in		ITEM						
Sequence No. Item	NO.					4. REMARKS	OR EXCEPTIONS	
22-01 FUEL/SPAR VALVE CLOSED Lights 22-01 FUEL VALVE CLOSED Lights (-100/-200/-300/-400/-500) 22-02 SPAR VALVE CLOSED Lights (-600/-700/-800/-900/-900ER) 23 Fuel Summation Unit (FSU) (-200/-300/-400/-500) 23-01 PDCS C 1 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally (M) May be inoperative provided: a) Associated valve is verified to operate normally b) Crossfeed VALVE OPEN light operate normally. 23 Fuel Summation Unit (FSU) (-200/-300/-400/-500) 23-01 PDCS C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. 23-02 FMCS (Software Update 7.4 and prior) C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 23-03 FMCS (Software Updates 7.5, 8.5, and 10x) 10 (M)(O) May be inoperative provided alternate procedures are established and used. Incorporated as a sub-item in	28. FUEL							
CLOSED Lights 22-01 FUEL VALVE CLOSED Lights (-100/-200/-300/-400/-500) C 2 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally 22-02 SPAR VALVE CLOSED Lights (-600/-700/-800/-900/ER) C 2 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operate normally, and b) Crossfeed VALVE OPEN light operate normally. 23 Fuel Summation Unit (FSU) (-200/-300/-400/-500) 23-01 PDCS C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. 23-02 FMCS (Software Update 7.4 and prior) C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 23-03 FMCS (Software Updates 7.5, 8.5, and 10x) Incorporated as a sub-item in	Sequence No.	Item	1	2	3	4		Ch
Lights (-100/-200/-300/-400/-500) 22-02 SPAR VALVE CLOSED Lights (-600/-700/-800/-900ER) C 2 0 (M) May be inoperative provided: a) Associated valve is verified to operate normally. b) Crossfeed VALVE OPEN light operates normally crossfeed VALVE OPEN light operates normally. crossfeed VALVE OPEN light operates normally. C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. C 1 0 (M)(O) May be inoperative provided: a) FMCS (Software Update 7.4 and prior) C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used. C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. C 1 1 0 (M)(O) May be inoperative provided alternate procedures are established and used. Incorporated as a sub-item in	22							'
Lights (-600/-700/-800/ -900/-900ER) a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally. 23 Fuel Summation Unit (FSU) (-200/-300/-400/ -500) 23-01 PDCS C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. 23-02 FMCS (Software Update 7.4 and prior) C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 23-03 FMCS (Software Updates 7.5, 8.5, and 10x) C 1 0 (M)(O) May be inoperative provided alternate procedures are established and used. Incorporated as a sub-item in	22-01	Lights (-100/-200/-300/	С	2	0	a) Assoc operat b) Cross	ciated valve is verified to te normally, and feed VALVE OPEN light	
 (FSU) (-200/-300/-400/-500) 23-01 PDCS C 1 0 (M)(O) May be inoperative provided PDCS functions requiring gross weight are not used. 23-02 FMCS (Software Update 7.4 and prior) C 1 0 (M)(O) May be inoperative provided: a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. 23-03 FMCS (Software Updates 7.5, 8.5, and 10x) C 1 0 (M)(O) May be inoperative provided alternate procedures are established and used. Incorporated as a sub-item in 	22-02	Lights (-600/-700/-800/	С	2	0	a) Assoc operat b) Cross	ciated valve is verified to te normally, and feed VALVE OPEN light	
PDCS functions requiring gross weight are not used. C 1 0 (M)(O) May be inoperative provided:		(FSU) (-200/-300/-400/						
Update 7.4 and prior) a) FMCS functions requiring gross weight are not used, and b) AFDS VNAV mode is not used. C 1 0 (M)(O) May be inoperative provided alternate procedures are established and used. Refuel Panel Fueling Incorporated as a sub-item in	23-01	PDCS	С	1	0	PDCS function	ons requiring gross weight	
Updates 7.5, 8.5, and 10x) alternate procedures are established and used. Incorporated as a sub-item in	23-02		С	1	0	a) FMCS weigh	functions requiring gross tare not used, and	
<u> </u>	23-03	Updates 7.5, 8.5, and	С	1	0	alternate prod	•	
	24							

AIRCRAFT:	VIATION ADMINISTRATIC OEING B-737				IO. 59 2/13/2017	PAGE NO. 28-16
	OLINO B-737	BABA				20-10
ACCIANTINA PER EL		_			E KEY CATEGORY	
SYSTEM &					BER INSTALL	ED
EQUENCE	ITEM					UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
28. FUEL						
Sequence No.	Item	1	2	3	4	
25 **	Center Tank Fuel Boost Pump Automatic Shut off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)					
25-01	All Models					
25-01A		С	2	0		erative provided associated uel boost pump is operative.
25-01B		С	2	0	May be inope remains emp	erative provided center tank ty.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N		MACTE		LICT		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIOI		
AIRCRAFT: B	OEING B-737	RE'			IO. 59 2/13/2017	PAGE NO. 28-17			
		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED JIRED FOR DISPATCH OR EXCEPTIONS			
28. FUEL									
Sequence No.	Item	1	2	3	4		Change Bar		
25 ***	Center Tank Fuel Boost Pump Automatic Shut off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)								
25-02	-100/-200-300/-400/ -500	C	2	0	fueled provide a) Both content of Low Properties of Center switcher person flight depressured for trank further function of the content of t	rative with center tank ed: enter tank fuel boost pump ressure Warning Light ns operate normally, tank fuel quantity ion operates normally, tank fuel boost pump es must not be ON unless anel are available in the leck to monitor low are lights, bund operations, center all boost pump switches at be positioned to ON the center tank fuel ty exceeds 1,000 lbs. g), except when defueling sferring fuel, enter tank fuel boost are positioned OFF at dication of fuel pump low are, and tank fuel boost pumps e positioned ON when shed in cruise flight if the tank contains fuel.			
					(Continued)				

ITEM ITEM	RE'	DAT EL T REPA	E: 0 AIR (NUM	MASTER MINIMUM EQUIPMENT NO. 59 D2/13/2017 PAGE NO. 28-18 LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change
ITEM ITEM ter Tank Fuel Boost op Automatic Shut System vice Bulletin -28A1228, -28A1216, -28A1206, or	MM 1. F	EL T REPA 2. N	ABL AIR (NUM 3. 1	D2/13/2017 28-18 LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ter Tank Fuel Boost np Automatic Shut System rvice Bulletin -28A1228, -28A1216, -28A1206, or	1. F	EL T REP/ 2. N	ABL AIR (NUM 3. I	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ter Tank Fuel Boost np Automatic Shut System rvice Bulletin -28A1228, -28A1216, -28A1206, or	1. F	2. N	AIR (NUM 3. I	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ter Tank Fuel Boost np Automatic Shut System rvice Bulletin -28A1228, -28A1216, -28A1206, or		2.1	1.8	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ter Tank Fuel Boost np Automatic Shut System rvice Bulletin -28A1228, -28A1216, -28A1206, or	1	2		4. REMARKS OR EXCEPTIONS	
np Automatic Shut System vice Bulletin -28A1228, -28A1216, -28A1206, or	1	2	3		
np Automatic Shut System vice Bulletin -28A1228, -28A1216, -28A1206, or	1	2	3	4	
np Automatic Shut System vice Bulletin -28A1228, -28A1216, -28A1206, or	1	2	3	4	
np Automatic Shut System vice Bulletin -28A1228, -28A1216, -28A1206, or					Bar
nt'd)					
0/-700/-800/-900/ DER	C	2	0	May be inoperative with center tank fueled provided: a) Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally, b) Center tank fuel quantity indication operates normally, c) Center tank fuel boost pumps must not be ON unless personnel are available in the flight deck to monitor low pressure lights, d) For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 lbs. (453 kg), except when defueling or transferring fuel, e) Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 lbs. (2,300 kg) with airplane readied for initial taxi,	I
					(453 kg), except when defueling or transferring fuel, e) Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 lbs. (2,300 kg) with airplane readied

0.0. DEI 7110	TMENT OF TRANSPORTA	OITA	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIF	IVIEINI LISI
AIRCRAFT:	OFINO D 707	RE'			O. 59 PAGE NO.	
	OEING B-737				2/13/2017 28-19	
		_			E KEY Category	
SYSTEM &		1. 1			BER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPA	TCH
0.000.000.000.000		ļ			4. REMARKS OR EXCEPTIONS	
28. FUEL	T.	1 .			I .	Change
Sequence No.	Item	1	2	3	4	Bar
25 ***	Center Tank Fuel Boost Pump Automatic Shut off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)					
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	C	2	0	f) Both center tank fuel boos pumps are selected OFF or center tank fuel quantity re 1,000 lbs. (453 kg) of fuel climb and cruise g) Both center tank fuel boos pumps are selected OFF or center tank fuel quantity re 3,000 lbs. (1,400 kg) of fuel during descent and landing the landing descent and landing pumps are positioned OFF first indication of fuel pump pressure, i) Center tank fuel boost purmay be positioned ON whe established in cruise flight center tank contains more 1000 lbs. (453 kg) of fuel,	when eaches during t when eaches el g, t t o low nps en if the

AIRCRAFT:	VIATION ADMINISTRATION OF SOURCE B-737				O. 59 2/13/201	17	PAGE NO. 28-20		
	OLINO B 101	МАВЛ			E KEY		20 20		
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
28. FUEL							01(2/(02) 110110		
Sequence No.	Item	1	2	3	4			Cha	
25 ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)								
25-03	-600/-700/-800/-900/ -900ER (Cont'd)	С	2	0	j) k)	zero fr airplar tank fr maxim to 5,00 takeof to 3,00 desce that th have b Defue	main tanks are not full, the uel gross weight of the ne plus the weight of center uel may exceed the num zero fuel weight by up 00 lbs. (2,300 kg) for ff, climb and cruise and up 00 lbs. (1,400 kg) for and landing, provided ne effects of balance (CG) been considered, and ling with passengers on is prohibited.		
26	Fuel Shutoff Valve Battery and Charger (-600/700/-800/-900/ -900ER)	D	1	0	(M) Ma	ay be in	noperative deactivated.		

AIRCRAFT:	VIATION ADMINISTRATIC OEING B-737	REVISION NO. 59 PAGE NO. 28-21							
	OLINO B 101	BABAI	MMEL TABLE KEY						
SYSTEM &	ITEM		REP/	AIR C	CATEGORY BER INSTALL				
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
28. FUEL									
Sequence No.	Item	1	2	3	4	C			
100	Forward Auxiliary Fuel System Transfer Valves (PATS, -700/-800/ -900ER)					1			
100A		В	2	1	provided: a) Inoper transfer and resident transfer construction and resident transfer construction and equivalent construction and construction transfer construction and construction construction and construction	rative FWD Aux tank er valve is verified "closed" emains closed, aining Fwd Aux tank er valve operates normally, quantity in main tanks is uate to reach an alternate nation if remaining transfer fails at any time, and n tank is included as part of uel weight.			
100B		С	2	0	May be inope tank remains	erative provided Fwd Aux empty.			
100C		С	2	0		erative provided fuel in Fwd ncluded as part of zero fuel			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N							
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	OEING B-737		_		O. 59 2/13/2017	PAGE NO. 28-22				
		ММ	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL		4. NEWARKS OR EXCEPTIONS								
Sequence No.	Item	1	2	3	4	Change Bar				
101	Forward Auxiliary Fuel System Vent Valves (PATS, -700/-800/ -900ER)									
101A		В	2	1	provided: a) Rema valve of the	ining Fwd Aux Tank vent operates normally quantity in main tanks is late to reach an alternate ation if remaining vent fails at any time, and tank is included as part of uel weight.				
101B		С	2	0	May be inope tank remains	rative provided Fwd Aux empty.				
101C		С	2	0		rative provided Fwd Aux ed as part of zero fuel				
102	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER)									
102A		С	1	0	a) Both a operate b) Cabin operate c) Fwd A	erative provided: air conditioning packs te normally, pressure control system tes normally, and tux fuel quantity indicator tes normally.				
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	30EING B-737	_			NO. 59 PAGE NO. 28-23			
		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
28. FUEL				<u> </u>				
Sequence No.	Item	1	2	3	4 Change Bar			
102	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER) (Cont'd)							
102B		С	1	0	May be inoperative provided Fwd Aux tank remains empty.			
102C		С	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.			
103	Aft Auxiliary Fuel System Transfer Valves (PATS, -700/-800/ -900ER)							
103A		В	2	1	 (M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight. 			
103B		С	2	0	May be inoperative provided Aft Aux tank remains empty.			
103C		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N							
FEDERAL A	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	OEING B-737		_		IO. 59 2/13/2017	PAGE NO. 28-24				
		ММ	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL		4. INLIMINING ON EXCEPTIONS								
Sequence No.	Item	1	2	3	4		Change Bar			
104	Aft Auxiliary Fuel System Vent Valves (PATS, -700/-800/ -900ER)									
104A		В	2	1	provided: a) Rema valve b) Fuel q adequ destin valve c) Fuel ir	nay be inoperative ining Aft Aux tank vent operates normally, quantity in main tanks is late to reach an alternate lation if remaining vent fails at any time, and in Aft Aux tank is included it of zero fuel weight.				
104B		С	2	0	May be inope tank remains	erative provided Aft Aux empty.				
104C		С	2	0		erative provided fuel in Aft ocluded as part of zero fuel				
105	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER)									
105A		С	1	0	a) Both a operated b) Cabin operated c) Aft Au	erative provided: air conditioning packs te normally, pressure control system tes normally, and ix fuel quantity indicator tes normally.				
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	4110	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATION		\/\C\	2012	ID 50				
AIRCRAFT:	SOEING B-737	KE	REVISION NO. 59 PAGE NO. 28-25						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
28. FUEL									
Sequence No.	Item	1	2	3	4 Change Bar				
105	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -700/-800/ -900ER) (Cont'd.)								
105B		С	1	0	May be inoperative provided Aft Aux tank remains empty.				
105C		С	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.				
106	Auxiliary Fuel System Isolation Valve Open Light (PATS, -700/-800/ -900ER)	С	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.				
107	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -700/-800/ -900ER)	С	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.				
108	Auxiliary Fuel System Isolation Valve (PATS, -700/-800/-900ER)	С	1	0	 (M) May be inoperative provided: a) Isolation valve is safety wired in open position, and b) Electrical connector is capped for flight. NOTE: Fuel remaining in auxiliary tanks				
					may be used for flight				

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MACTE		LICT		
FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>			IVIASTE	R MINIMUM EQUIPMENT	LIO I		
AIRCRAFT:	OEING B-737	RE'	REVISION NO. 59 PAGE NO. 28-26						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	2. N	UIRED FOR DISPATCH					
28. FUEL		4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4		Change Bar		
109	Auxiliary Tank Fueling Valves (PATS, -700/-800/ -900ER)								
109-01	Forward Auxiliary Refueling Valve	С	1	0	NOTE 1: Auxi be fi has norr	ioperative provided forward e is verified "closed." iliary Fuel Tank shall not ueled until refueling valve been verified to operate nally.			
109-02	Aft Auxiliary Refueling Valve	С	1	0	(M) May be in refueling valve NOTE 1: Auxi be for has norm	I remaining in tank may be d for flight apperative provided aft e is verified "closed". Iliary Fuel Tanks shall not ueled until refueling valve been verified to operate mally I remaining in tank may be d for flight.			
110	Auxiliary Fuel System Alert Message Display (PATS, -700/-800/ -900ER)					C .			
110A		С	2	1		be inoperative provided m is verified to operate			
					(Continued)				

EEDEDAL A	VIATIONI ADMINISTRATIO	.NI			MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO				O. 59	PAGE NO.			
B	OEING B-737	DATE: 02/13/2017 28-27							
					E KEY				
SYSTEM &		1. 1			CATEGORY	ED.			
SEQUENCE	ITEM	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH							
NO.		4. REMARKS OR EXCEPTIONS							
28. FUEL		,							
Sequence No.	Item	1	2	3	4	Chang Bar			
110	Auxiliary Fuel System Alert Message Display (PATS, -700/-800/ -900ER) (Cont'd)								
110B		С	2	0	May be inope tanks remain	rative provided auxiliary empty.			
110C		С	2	0		rative provided fuel s is included as part of zero			
111	Auxiliary fuel Control Unit (PATS, -700/-800 -900ER)	С	1	0		operative provided tanks remain empty.			
112	Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/ -900ER)								
112-01	Forward Tank System								
112-01A		С	2	1	inoperative pr	evel switch may be rovided fuel quantity erate normally.			
112-01B		С	2	0	(O) May be in remains empt	operative provided tank ty.			
112-01C		С	2	0		operative provided fuel in ed as part of zero fuel			
					(Continued)				

MMEL TABLE KEY SYSTEM & SEQUENCE NO. ITEM ITE	AIRCRAFT:	VIATION ADMINISTRATIO		_		IO. 59 2/13/2017	PAGE NO. 28-28				
ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCI 4. REMARKS OR EXCEPTIONS 28. FUEL Sequence No. 112 Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/-900ER) (Cont'd) 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. 112-02B C 2 0 (O) May be inoperative provided fuel tank remains empty. 112-02C C 2 0 (O) May be inoperative provided fuel tank is included as part of zero fuel weight. 113 Auxiliary Fuel Processor (PATS, -700/-800/		DOLING B-737	NANA								
SEQUENCE NO. SEQU	SVSTEM &		_	REP/	AIR (CATEGORY					
Sequence No. Item	SEQUENCE	ITEM		2.1		UMBER REQU	JIRED FOR DISPATCH				
Sequence No. Item	28 FIIFI		ļ			4. REMARKS	OR EXCEPTIONS				
Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/-900ER) (Cont'd) 112-02 Aft Tank System C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. C 2 0 (O) May be inoperative provided tank remains empty. C 2 0 (O) May be inoperative provided fuel tank is included as part of zero fuel weight. Auxiliary Fuel Processor (PATS, -700/-800/ C 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.		Item	1	2	3	4					
112-02A C 2 1 (O) One low level switch may be inoperative provided fuel quantity indicators operate normally. C 2 0 (O) May be inoperative provided tank remains empty. C 2 0 (O) May be inoperative provided fuel tank is included as part of zero fuel weight. Auxiliary Fuel Processor (PATS, -700/-800/ C 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.		Auxiliary Fuel Low Level Float Switches (PATS, -700/-800/-900ER)		_							
inoperative provided fuel quantity indicators operate normally. C 2 0 (O) May be inoperative provided tank remains empty. C 2 0 (O) May be inoperative provided fuel tank is included as part of zero fuel weight. Auxiliary Fuel Processor (PATS, -700/-800/ C 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.	112-02	Aft Tank System									
remains empty. 112-02C C 2 0 (O) May be inoperative provided fuel tank is included as part of zero fuel weight. 113 Auxiliary Fuel Processor (PATS, -700/-800/ C 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.	112-02A		С	2	1	inoperative pro	ovided fuel quantity				
tank is included as part of zero fuel weight. 113 Auxiliary Fuel Processor (PATS, -700/-800/ 1 0 (O) May be inoperative provided auxiliary fuel tank remains empty.	112-02B		С	2	0						
(PATS, -700/-800/ auxiliary fuel tank remains empty.	112-02C		С	2	0	tank is include					
	113	(PATS, -700/-800/	С	1	0						

AIRCRAFT:	VIATION ADMINISTRATIO	_			NO. 59 PAGE NO.			
В	OEING B-737		DATE: 02/13/2017 28-29					
					LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
28. FUEL					4. KEMAKKO OK EXOEL HORO			
Sequence No.	Item	1	2	3	4 Chang Bar			
114	Auxiliary Fuel Pressure Switches (PATS, -700/-800/ -900ER)							
114-01	Forward Tank Pressure Switches							
114-01A		С	2	1	 (M) One may be inoperative provided: a) Failed pressure switch indicates low pressure b) Pressurization system operates normally, and c) Air conditioning packs operate normally. 			
114-01B		С	2	0	May be inoperative provided tank remains empty.			
114-01C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.			
114-02	Aft Tank Pressure Switches							
114-02A		С	2	1	 (M) One may be inoperative provided: a) Failed pressure switch indicates low pressure, b) Pressurization system operates normally, and c) Air conditioning packs operate normally. 			
114-02B		С	2	0	May be inoperative provided tank remains empty.			
114-02C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.			

AIRCRAFT:	VIATION ADMINISTRATION		REVISION NO. 59 PAGE NO.							
E	SOEING B-737		DATE: 02/13/2017 28-30							
			MMEL TABLE KEY 1. REPAIR CATEGORY							
SYSTEM &		1. [BER INSTALL	FD				
SEQUENCE	ITEM		2. 1	_		UIRED FOR DISPATCH				
NO.			4. REMARKS OR EXCEPTIONS							
28. FUEL										
Sequence No.	Item	1	2	3	4	C				
115	Auxiliary Fuel Center Tank Float Switches (PATS, -700/-800/ -900ER)									
115A		С	2	0		noperative provided tanks remain empty.				
115B		С	2	0		noperative provided fuel in ed as part of zero fuel				
116	Auxiliary Fuel Maintenance Switches (PATS, -700/-800/ -900ER)									
116A		С	2	1	a) Affector switch open of b) Rema switch	be inoperative provided: ed maintenance n/indicator is failed in an condition, and ining maintenance n/indicator is verified to te normally.				
116B		С	2	0	May be inope fuel tanks ren	erative provided auxiliary nain empty.				
116C		С	2	0		erative provided fuel in tank s part of zero fuel weight.				

FEDERAL A	VIATION ADMINISTRAT		VISIC	A NC	IO. 59	PAGE NO.				
	OEING B-737		DATE: 02/13/2017 28-31							
		MMI	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED QUIRED FOR DISPATCH S OR EXCEPTIONS				
28. FUEL										
Sequence No.	Item	1	2	3	4		Change Bar			
117	Auxiliary Fuel Alert Switches (PATS, -700/-800/ -900ER)									
117A		С	2	1	a) Affect failed b) Rema	be inoperative provided: ted alert switch/indicator is in an open condition, and aining alert switch/indicator ified to operate normally.				
117B		С	2	0	May be inope fuel tanks rer	erative provided auxiliary main empty.				
117C		С	2	0		erative provided fuel in tank s part of zero fuel weight.				
118	Auxiliary Fuel Test Switches (PATS, -700/-800/ -900ER)	C	2	0	a) Assoc displa norma b) Alert r verifie	pen provided: ciated fuel quantity indicator by is verified to operate ally before each flight, and message displays are ed to operate normally e each flight.				

Sequence No. Item	V I D C D V C T	VIATION ADMINISTRATION		//01/		0.50				
SYSTEM & SEQUENCE NO. ITEM SEQU		BOEING B-737	KE							
SYSTEM & SEQUENCE NO. ITEM I			мм							
SEQUENCE NO. ITEM 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 28. FUEL Sequence No. Item 1 2 3 4 119 Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/-900ER) 119-01 Aft Auxiliary Tank System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-01B C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. 119-01C C 2 1 (O) One may be inoperative provided auxiliary fuel tanks remain empty. C 2 1 (O) One may be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank is included as part of zero fuel weight. C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. May be inoperative provided auxiliary fuel tanks remain empty. May be inoperative provided auxiliary fuel tanks remain empty. May be inoperative provided auxiliary fuel tanks remain empty. May be inoperative provided auxiliary fuel tanks remain empty.	0\/075\/.0		_							
28. FUEL Sequence No. Nem 1 2 3 4 119 Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/-900ER) 119-01A C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-01B C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. 119-01C C 2 0 May be inoperative provided fuel in tank is included as part of zero fuel weight. 119-02A C 2 1 (O) One may be inoperative provided fuel in tank is included as part of zero fuel weight. 119-02B C 2 0 May be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-02B C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. 119-02C C 2 0 May be inoperative provided auxiliary fuel tanks remain empty.		ITEM		2. 1	MUN	BER INSTALLED				
28. FUEL Sequence No. Item		I I LIVI			3. N					
Sequence No. Item	1200799-2007		4. REMARKS OR EXCEPTIONS							
119 Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/ -900ER) 119-01 Aft Auxiliary Tank System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-01B C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank is included as part of zero fuel weight. C 2 1 (O) One may be inoperative provided fuel in tank is included as part of zero fuel weight. C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty.		li.a					Chan			
Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/ -900ER) 119-01			1	2	3	4	Ba			
System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-01B	119	Quantity Indicators (Auxiliary Tanks) (PATS, -700/-800/								
transfer system operates normally and total fuel quantity on the FMC is verified to be correct. 119-01B C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank is included as part of zero fuel weight. C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank	119-01									
fuel tanks remain empty. 119-01C C 2 0 May be inoperative provided fuel in tank is included as part of zero fuel weight. 119-02 Forward Auxiliary Tank System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank	119-01A		С	2	1	transfer system operates normally and total fuel quantity on the FMC is verified				
is included as part of zero fuel weight. 119-02 Forward Auxiliary Tank System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank	119-01B		С	2	0					
System C 2 1 (O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank	119-01C		С	2	0					
transfer system operates normally and total fuel quantity on the FMC is verified to be correct. C 2 0 May be inoperative provided auxiliary fuel tanks remain empty. C 2 0 May be inoperative provided fuel in tank	119-02									
fuel tanks remain empty. 119-02C C 2 0 May be inoperative provided fuel in tank	119-02A		С	2	1	transfer system operates normally and total fuel quantity on the FMC is verified				
- /	119-02B		С	2	0					
is included as part of zero ruer weight	119-02C		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST		
AIRCRAFT:	VIATION ADMINIOTRATIO		REVISION NO. 59 PAGE NO.					
Е	DATE: 02/13/2017 29-1							
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
29. HYDRAU	JLIC POWER	1						
Sequence No.	Item	1	2	3	4	Change Bar		
01	Ground Interconnect Valve (System A and B) (-100/-200)	С	1	0	(M) May be inoperative provided valve remains closed.			
02	System B Pumps							
02-01	(-100/-200)	С	2	1	Except for ER operations, one may be inoperative provided: a) Pressure indicator operates normally, and b) Thrust reversers operate normally.			
02-02	Engine Driven Hydraulic Pump Depressurization Function (-300/-400/ -500/-600/-700/-800/ -900/-900ER)	С	1	0				
03	System Pressure Indications (A and B)							
03-01	(-100/-200)	С	2	0	(O) May be inoperative provided: a) System pressure is checked from brake pressure indicator before each departure, and b) All hydraulic low pressure lights operate normally.			
03-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(O) One may be inoperative provided: a) System pressure is checked before each departure, and b) All hydraulic low pressure lights operate normally.			

AIRCRAFT: E SYSTEM & SEQUENCE	30EING B-737	_		עו עוכ	IO. 59 PAGE NO.		
		DATE: 02/13/2017 29-2					
		MM	EL T	ABL	E KEY		
NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
29. HYDRAL	JLIC POWER						
Sequence No.	Item	1	2	3	4 Char Ba		
04	System A Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.		
05	System B Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.		
06	Hydraulic Brake Pressure Indicator				MOVED to item 32-13, Revision 33.		
07	System A and B Overheat Light System				I		
07-01 ***	System A Over-heat Lights (-100/-200)	D	2	0			
07-02	System B Over-heat Lights (-100/-200)	С	2	0	May be inoperative provided associated system B Low Pressure light operates normally.		
07-03	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	May be inoperative provided associated Low Pressure light operates normally.		
08	Hydraulic Quantity Low Level Light System B (-100/-200)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.		
09	Hydraulic Quantity Low Level Light System (Standby System)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 59 PAGE NO.	
	30EING B-737		DAT	E: 0	2/13/2017 29-3	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
29. HYDRAU	ILIC POWER					
Sequence No.	Item	1	2	3	4	Chang Bar
10	System A Pumps					
10-01	Engine Driven Hydraulic Pump Depressurization Function	С	-	0		
11	System A Quantity Indication System (Flight Deck)					
11-01	-100/-200	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally. 	
11-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally. 	
12	Standby System Low Pressure Light	С	1	0	 (M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally. 	

IIS DEPAR	TMENT OF TRANSPORTA	ATIOI	N							
			•		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 59 PAGE NO.					
	BOEING B-737		REVISION NO. 59 PAGE NO. 29-4							
		ММ	MMEL TABLE KEY							
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED								
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH					
NO.				0. 1	4. REMARKS OR EXCEPTIONS					
29. HYDRAULIC POWER										
Sequence No.	Item	1	2	3	4 Change Bar					
13	Hydraulic Reservoir Pressurization System Sources	С	-	1	(M) May be inoperative provided reservoir can be pressurized.					
14	System A Overheat Lights				Incorporated into Item 29-7 in Revision 39.					
15	System B Quantity Indication System (Flight Deck) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally. 					
16 ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	С	-	0						
17	Hydraulic Reservoir Quantity Indicator (Wheel Well)	С	-	0						
18	Hydraulic Reservoir Fill System (Wheel Well)	С	1	0						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
					MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 58 PAGE NO.			
В	OEING B-737		DAT	E: 1	0/10/2015 30-1	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION	,	,			
Sequence No.	Item	1	2	3	4 Change Bar	
01	Wing Anti-Ice Valves	С	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative closed provided airplane is not operated in known or forecast icing conditions.	
01-01	(-100/-200)	С	2	0	 (M)(O) May be inoperative open provided: a) Valve is manually closed for engine start, b) Associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), c) Associated engine bleed thrust limits are followed when manifold is pressurized, and d) Air conditioning and pressurization requirements are followed when one or both manifolds are depressurized. 	
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M)(O) One may be inoperative open provided: a) Except for engine start, associated manifold is depressurized when outside air temperature is above 50 degrees F (10 degrees C), b) Associated engine bleed thrust limits are followed when manifold is pressurized, and c) Air conditioning and pressurization requirements are followed when one manifold is depressurized.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:					NO. 58 PAGE NO.				
В	OEING B-737		DAT	E: 1	10/10/2015 30-2				
		_	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY ARER INSTALLED				
SEQUENCE	ITEM		2. ľ		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				0.1	4. REMARKS OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION									
Sequence No.	Item	1	2	3	4 Change Bar				
02	Wing Anti-Ice Valve Position Lights	С	2	0	(M) May be inoperative provided valve is verified to operate normally before operating in known or forecast icing conditions.				
03	Engine and Nose Cowl Anti-Ice Valves								
03-01	(-100/-200)								
03-01A		С	6	5	 (M)(O) One may be inoperative closed provided: a) All remaining anti-ice valves operate normally, and b) Airplane is not operated in known or forecast icing conditions. 				
03-01B		C	6	5	 (M)(O) One may be inoperative open provided: a) All remaining valves operate normally, b) Operating temperature for cowl valves is limited to 50 degrees F (10 degrees C) maximum (ambient or total air temperature) unless S/B 71-1045 or 71-1046 "Nose Cowl TAI Spray Ring Modification" or production equivalent has been incorporated, and c) Appropriate performance adjustments are applied. 				
					(Continued)				

	TMENT OF TRANSPORTA		•		MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58	PAGE NO.			
В	SOEING B-737		DATE: 10/10/2015 30-3						
		_	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY	-D			
SEQUENCE	ITEM		2.1		BER INSTALLE	UIRED FOR DISPATCH			
NO.				0. 1		OR EXCEPTIONS			
30. ICE AND	RAIN PROTECTION								
Sequence No.	Item	1	2	3	4	Change Bar			
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)								
03-02	(-300/-400/-500)								
03-02A		С	2	1	provided airpla	be inoperative closed ane is not operated in cast icing conditions.			
03-02B		С	2	1	open provided a) Associ consid b) Ambie 100 de c) A mini mainta during and d) Approp	hay be inoperative locked d: iated High Stage Valve is lered inoperative, and temperature is below egrees F (38 degrees C), mum of 60% N1 is lained on associated engine flight in icing conditions, priate performance ments are applied.			
03-03	(-600/-700/-800/-900/ -900ER)								
03-03A		C	2	1	120 minutes, closed provide	r ER operations beyond one may be inoperative ed airplane is not operated precast icing conditions.			
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 58	PAGE NO.
В	OEING B-737				0/10/2015	30-4
					E KEY CATEGORY	
SYSTEM &		1. [BER INSTALL	FD
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
20000000000					4. REMARKS	OR EXCEPTIONS
	RAIN PROTECTION	l .	1 .		T .	Change
Sequence No.	Item Could	1	2	3	4	Bar
03	Engine and Nose Cowl Anti-Ice Valves (Cont'd)					
03-03	(-600/-700/-800/-900/ -900ER) (Cont'd)					
03-03B		С	2	1	open provided a) Assoc consid b) Ambie 100 de c) A mini mainta during d) Appro	hay be inoperative locked d: iated High Stage Valve is dered inoperative, ent temperature is below egrees F (38 degrees C), mum of 60% N1 is ained on associated engine a flight in icing conditions, priate performance ments are applied.
04	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications					
04-01	(-100/-200)	С	-	0	· , •	operative provided valve is erate normally before each
04-02	(-300/-400/-500/-600/ -700/-800/-900)	С	-	0		operative provided valve is erate normally before each
					(Continued)	

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	N						
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		//) N N	IO. 58 PAGE NO.				
	OEING B-737	\	REVISION NO. 58 PAGE NO. 30-5						
		MMI	EL T	ABL	E KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
30. ICE AND	RAIN PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar				
04	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications (Cont'd)				5.0				
04-03	(-600/-700/-800/-900/ -900ER)	С	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.				
04-04	(All Models)	С	-	-	May be inoperative provided associated valve is considered inoperative.				
05	Pitot/Static Probe Heaters								
05-01	(-100/-200/-300/-400/ -500)								
05-01-01	No. 1 Aux Pitot/Static Heater (Right Lower Probe)	В	1	0	 May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions. 				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT L	IST			
	VIATION ADMINISTRATION						-			
AIRCRAFT:	OEING B-737	RE			O. 58 0/10/2015	PAGE NO. 30-6				
	OLINO D-131	BABA			E KEY	30-0				
Water Committee Co. Committee Co.		_			CATEGORY					
SYSTEM &	ITEM				BER INSTALLI	ED				
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH				
0.00.0000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS				
30. ICE AND RAIN PROTECTION Sequence No. Item										
Sequence No.	Rite (/Otatia Duals a	1	2	3	4		Bar			
05	Pitot/Static Probe Heaters (Cont'd)									
05-01	(-100/-200/-300/-400/ -500) (Cont'd)									
05-01-02	No. 2 Aux Pitot/Static Heater (Left Lower Probe)									
05-01-02A		В	1	0	a) No. 1 operat b) RVSM condu c) Airplat	rative provided: Aux Pitot Static heater tes normally, I operations are not cted, and ne is not operated in n or forecast icing ions.				
05-01-02B		В	1	0	a) No.1 A operat b) Dispat	rative provided: Aux Pitot Static heater tes normally, and tch deviations for iated equipment are ved.				
05-01-03	Pitot/Static Heaters (Upper Probes)	В	2	1	day VMC provoperated in vi	lot's may be inoperative for vided airplane is not sible moisture or in known ng conditions.	l			
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
			-		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		N REVISION NO. 58 PAGE NO.						
	BOEING B-737				0/10/2015 30-7				
		MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
30. ICE AND	RAIN PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar				
05	Pitot/Static Probe Heaters (Cont'd)								
05-02	(-600/-700/-800/-900/ -900ER)								
05-02-01	Left/Right Pitot Heaters	В	2	1	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.				
05-02-02	Aux Pitot Heater (Right Lower Probe)	В	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) Both Left and Right Pitot heaters operate normally, and b) Airplane is not operated in known or forecast icing conditions.				
06 ***	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	В	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	ER MINIMUM EQUIPMENT LIST		
AIRCRAFT:		REVISION NO. 58				PAGE NO.		
В	OEING B-737		DAT	E: 1	0/10/2015	30-8		
					E KEY			
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				0.1		OR EXCEPTIONS		
30. ICE AND	RAIN PROTECTION				'			
Sequence No.	Item	1	2	3	4	Change Bar		
07	Total Air Temperature Probe Heater							
07A		С	-	0	120 minutes, provided airpl	R operations beyond may be inoperative lane is not operated in ecast icing conditions.		
07B		С	-	0	alternate tem is installed an	noperative provided an perature indicator system od operating normally or Static Air Temperature).		
08	Angle of Attack Sensor Heater(s)/Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	С	-	0	120 minutes, provided airpl	R operations beyond may be inoperative lane is not operated in ecast icing conditions.		
09	Pitot, Pitot/Static and Temperature Probe Heater Lights							
09-01 ***	Green (Heater On) Lights (-100/-200)							
09-01-01	Pitot and Pitot/Static	В	-	-	a) Requi verifie and	be inoperative provided: red heater function is ed before each departure, ER OFF light operates ally.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINIOTRATIC		VISIO	ON N	O. 58	PAGE NO.		
В	OEING B-737		DAT	E: 1	0/10/2015	30-9		
					E KEY			
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.				J. 1		OR EXCEPTIONS		
30. ICE AND	RAIN PROTECTION	1						
Sequence No.	Item	1	2	3	4	Change Bar		
09	Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd)					•		
09-01 ***	Green (Heater On) Lights (-100/-200) (Cont'd)							
09-01-02	Temperature							
09-01-02A		С	1	0	associated he	noperative provided eater function is verified to ally before each departure.		
09-01-02B		С	1	0	May be inope heater is inop	rative provided associated erative.		
09-02 ***	Amber (Heater Off) Lights							
09-02-01	Pitot and Pitot/Static	В	-	0	120 minutes, provided: a) Assoc verifie b) Airplai	r ER operations beyond may be inoperative iated heater function is d to operate normally, and ne is not operated in or forecast icing ions.		
					(Continued)			

O9 Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) O9-02 Amber (Heater Off) Lights (Cont'd) O9-02-02 Temperature O9-02-02B C - 1 O9-02-02B C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. O9-02-02C C - 0 May be inoperative provided associated heater is inoperative.	SYSTEM & SEQUENCE NO. SEQUENCE NO. Sequence No. Item 1 2 3 4 O9 Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) **** Lights (Cont'd) O9-02-02A C - 1 O9-02-02B C - 0 (M) May be inoperative prove associated heater funct operate normally before operate normally before operate normally before one of the sequence operative prove associated provided in the sequence operative operative operative provided in the sequence operative operati	30-10
ITEM SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FO 4. REMARKS OR EXC 30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 3 4 1 3 4 1 3 4 1 5 5 6 7 1 6 7 1 7 1 7 1 8 7 1 8 8 8 1 8 9 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	
30. ICE AND RAIN PROTECTION Sequence No. Item	30. ICE AND RAIN PROTECTION Sequence No. Item 1 2 3 4 09 Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) 109-02 Amber (Heater Off) Lights (Cont'd) 109-02-02 Temperature 109-02-02A C - 1 109-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before considerable and the content of the con	DE DISPATCH
Sequence No. Item	Sequence No. Item 1 2 3 4 O9 Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) O9-02 Amber (Heater Off) **** Lights (Cont'd) O9-02-02 Temperature O9-02-02B C - 1 O9-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before O9-02-02C C - 0 May be inoperative prov	
Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) O9-02 Amber (Heater Off) Lights (Cont'd) O9-02-02 Temperature O9-02-02 C C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. O9-02-02C C - 0 May be inoperative provided associated heater is inoperative. O9-02-02C C - 0 May be inoperative provided heater is inoperative.	Pitot, Pitot/Static and Temperature Probe Heater Lights (Cont'd) Og-02 Amber (Heater Off) Lights (Cont'd) Og-02-02 Temperature Og-02-02A C - 1 Og-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before Og-02-02C C - 0 May be inoperative prov	
Temperature Probe Heater Lights (Cont'd) 09-02 Amber (Heater Off) Lights (Cont'd) 09-02-02 Temperature 09-02-02A C - 1 09-02-02B C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. 09-02-02C C - 0 May be inoperative provided associated heater is inoperative. 10 Wing Anti-Ice Duct Overheat System 10-01 Ground Test Feature C 1 0	Temperature Probe Heater Lights (Cont'd) 09-02	C
*** Lights (Cont'd) 09-02-02 Temperature 09-02-02A C - 1 09-02-02B C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. 09-02-02C C - 0 May be inoperative provided associated heater is inoperative. 10 Wing Anti-Ice Duct Overheat System C 1 0	*** Lights (Cont'd) 09-02-02 Temperature 09-02-02A C - 1 09-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before 09-02-02C C - 0 May be inoperative prove	
09-02-02B C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. O9-02-02C C - 0 May be inoperative provided associated heater is inoperative provided associated heater is inoperative. 10 Wing Anti-Ice Duct Overheat System C 1 0	09-02-02A C - 1 O9-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before compositive provided by the composition of the composition	
09-02-02B C - 0 (M) May be inoperative provided associated heater function is verified to operate normally before each departure. 09-02-02C C - 0 May be inoperative provided associated heater is inoperative. 10 Wing Anti-Ice Duct Overheat System C 1 0 10-01 Ground Test Feature C 1 0	09-02-02B C - 0 (M) May be inoperative associated heater funct operate normally before 09-02-02C C - 0 May be inoperative provided.	
associated heater function is verified to operate normally before each departure. C - May be inoperative provided associated heater is inoperative. Wing Anti-Ice Duct Overheat System C 1 0	associated heater funct operate normally before 09-02-02C C - 0 May be inoperative prov	
10 Wing Anti-Ice Duct Overheat System C 1 0		ion is verified to
Overheat System 10-01 Ground Test Feature C 1 0		rided associated

US DEPAR	TMENT OF TRANSPORTA	ATIOI	NI							
			•		MASTER MINIMUM EQUIPMENT LIS	ST				
AIRCRAFT:	VIATION ADMINISTRATIO		N REVISION NO. 58 PAGE NO.							
	OEING B-737	'_		_	0/10/2015 30-11					
		MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. F	_	MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
30. ICE AND RAIN PROTECTION										
Sequence No.	Item	1	2	3		hange Bar				
11	Electrically Heated Windshields									
11-01	No.1 or No. 2 Window (100/-200)	С	4	3	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.					
11-02	No. 1 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Both No.2 window heaters operate normally, c) Windshield de-fog system operates normally, and d) Airspeed is limited to 250 KIAS below 10,000 feet MSL.					
11-03	No. 2 Window (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	One may be inoperative provided: a) Both No. 1 window heaters operate normally, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.					
					(Continued)					
		<u> </u>	<u> </u>	1	(

IIS DEPAR	TMENT OF TRANSPORT	ΔΤΙΟΙ	NI					
			•		MASTER MINIMUM EQUIPMENT	LIST		
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATION		\ <u> </u>	א ואכ	IO. 58 PAGE NO.			
	OEING B-737	INL		_	0/10/2015 FAGE NO. 30-12			
		ММ	MMEL TABLE KEY					
CVCTEM 9		1. REPAIR CATEGORY						
SYSTEM & SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.	112			3.1	NUMBER REQUIRED FOR DISPATCH			
30 ICE AND	RAIN PROTECTION				4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change Bar		
11	Electrically Heated Windshields (Cont'd)							
11-04 ***	No. 4 or No. 5 Window	С	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.			
11-05 ***	No. 3 Window Heat System(s)	D	2	0				
12	De-Fog System	С	1	0				
13	Windshield Wiper System(s)	С	2	0	May be inoperative provided airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing.			
13-01	Park Function	С	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.			
13-02 ***	Intermittent Speed Function (-300/-400/ -500/-600/-700/-800/ -900/-900ER)	D	2	0				
13-03	Low Speed Function	С	2	0	May be inoperative provided associated high speed function operates normally.			
					(0 1: 1)			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 58 PAGE NO.			
	OEING B-737					30-13		
					E KEY			
SYSTEM &		1. F			ATEGORY BER INSTALLED			
SEQUENCE	ITEM		2. 1		IUMBER REQUIRED FOR D	ISPATCH		
NO.		4. REMARKS OR EXCEPTIONS						
30. ICE AND	RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Cha Ba		
13	Windshield Wiper System(s) (Cont'd)							
13-04	High Speed Function							
13-04A		С	2	1	One may be inoperative pro associated low speed function normally.			
13-04B		С	2	0	May be inoperative provided speed functions operate nor rain intensity is less than mo	mally and		
					Deleted in Revision 53.			
14 ***	Rain Repellent System (Including RainBoe and STC ST09864SC) (-100/-200/-300/-400/ -500)	D	1	0				
15 ***	Windshield Perimeter Heater(s)	С	2	0				
16 ***	HEATER OFF Light (-100/-200)	В	1	0	 (O) May be inoperative proval a) Remaining compone heat system are veriful operate normally, and b) Airplane is not operate known or forecast icitic conditions. 	nts of pitot fied to d ted in		

AIRCRAFT:	AVIATION ADMINISTRATIO		/101/	761 61	O. 58 PAGE NO.				
	BOEING B-737	REVISION NO. 58 PAGE NO. DATE: 10/10/2015 30-14							
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F	_		CATEGORY				
SEQUENCE	ITEM		2. 1		BER INSTALLED				
NO.	TT EIVI			3.1	NUMBER REQUIRED FOR DISPATCH				
00 105 4115		4. REMARKS OR EXCEPTIONS							
	D RAIN PROTECTION	1 4			la	Chan			
Sequence No.	Item	1	2	3	4	Bai			
17	COWL ANTI-ICE Lights (-300/-400/-500/-600/ -700/-800/-900/-900ER)								
17 A		С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.				
17B		С	2	1	(M)(O) One may be inoperative provided associated cowl anti-ice valve is locked open.	b			
18 ***	Alpha Vane Heater Light Systems								
18A		С	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure				
18B		С	2	0	May be inoperative provided associated heater is considered inoperative.				
19 ***	Drain Mast Heaters	С	2	0	(M) May be inoperative provided water supply to associated components is secured off.				
20 ***	Ice Detection System	D	1	0					
21 ***	Control Stand Wing Anti-Ice Switches								
21A		С	2	0	(O) May be inoperative closed.				
21B		С	2	0	(O) May be inoperative open.				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST	
	VIATION ADMINISTRATIO		//01/	1414	IO FO DAGE NO	
AIRCRAFT: B	OEING B-737	KE			NO. 58 PAGE NO. 31-1	
		ммі	FL T	ΔBI	-E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	NG/RECORDING SYSTEM		Ι.		Change	
Sequence No.	Item	1	2	3	4 Bar	
01	Clocks	С	2	1	One may be inoperative at either pilot or copilot station.	
01-01 ***	Automatic UTC Update Function	С	2	0	(O) May be inoperative provided manual mode is set and operates normally.	
02	Flight Data Recorder System (FDR)					
02-01	For Air Carrier or Holder of a Commercial Operator Certificate					
02-01A		С	-	-	Any in excess of those required by 14 CFR may be inoperative.	
02-01B		A	-	0	 May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless; 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days. 	
					(Continued)	

	VIATION ADMINISTRATIO								
AIRCRAFT:	BOEING B-737	REVISION NO. 58 PAGE NO. 31-2							
_	70LING B 707	ММ							
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH							
31. INDICATING/RECORDING SYSTEMS									
Sequence No.	Item	1	2	3	4	Chang			
02	Flight Data Recorder System (FDR) (Cont'd)					1			
02-01	For Air Carrier or Holder of a Commercial Operator Certificate (Cont'd)								
02-01-01	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	1			
02-01-02	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.				
02-02	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate								
02-02A		С	-	1	Any in excess of those required by 14 CFR may be inoperative.				
02-02B		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.				
03	Engine Pressure Ratio Limit (EPRL) System				Moved to Item 34-41.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:		REVISION NO. 58				PAGE NO.		
В	OEING B-737		DAT	E: 1	0/10/2015	31-3		
		_	MMEL TABLE KEY					
SYSTEM &		1. F			CATEGORY BER INSTALLE	-n		
SEQUENCE	ITEM		2.1			JIRED FOR DISPATCH		
NO.				0		OR EXCEPTIONS		
31. INDICAT	ING/RECORDING SYSTEM	MS						
Sequence No.	Item	1	2	3	4		Change Bar	
04 ***	Reference Speed Computer (Total Fuel and VREF Indicator -100/-200)	С	1	0				
05	Cockpit Voice Recorder (CVR) System				Moved to Item	1 23-10.		
06 ***	AIDS Maintenance Recorder	D	1	0				
07 ***	Aircraft Condition Monitoring System (ACMS)	D	1	0				
07-01	Quick Access Recorder (Includes Avionica miniQAR) (STCs ST02472AT or ST03151AT)	D	1	0				
08	Common Display System (CDS) (-600/-700/-800/-900/ -900ER)							
08-01	Display Units (DU)							
08-01-01	Lower DU	С	1	0	a) All rem normal b) It is ch	operative provided: naining DUs operate Ily, and ecked that engine display s switched to an alternate		
					(Continued)			

AIRCRAFT:	<u>VIATION ADMINISTRATI</u> BOEING B-737				O. 58 PAGE NO. 0/10/2015 31-4			
	30EING B 707	ММ	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F	REP/	AIR C	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang		
08	Common Display System (CDS) (-600/-700/-800/-900/ -900ER) (Cont'd)					Ваг		
08-01	Display Units (DU) (Cont'd)							
08-01-02	Inboard DU	A	2	1	 (O) For EFIS/MAP configuration, one may be inoperative provided: a) It is checked that engine display can be switched to an alternate DU, b) All navigation must be based on ILS/VOR/DME, and c) Repairs are made within 1 flight day. 	I		
08-02	CDS MAINT Annunciation							
08-02-01	PFD/ND	В	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed.			
08-02-02	EFIS/MAP	A	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N 3111-HNP-01A-05 or later, is installed, and c) Repairs are made within 1 flight day.	I		

MMEL TABLE KEY SYSTEM & EQUENCE NO. ITEM TEM TEM TEM TEM TEM TEM TE	AIRCRAFT:	AVIATION ADMINISTRATION BOEING B-737				O. 58 0/10/2015	PAGE NO. 31-5		
SYSTEM & EQUENCE NO. ITEM IT		DOLINO D-131	BABAI						
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED for DISPATCH 4. REMARKS OR EXCEPTIONS 5. NUMBER REQUIRED for DISPATCH 6. D. May be inoperative provided all remarks on the provided and used. 6. D. May be inoperative provided	National (1997)								
NO. 31. INDICATING/RECORDING SYSTEMS Sequence No. tem		ITEM					ED		
31. INDICATING/RECORDING SYSTEMS Sequence No. Item 1 2 3 4 O9 Remote Light Sensor System (-300/-400/ -500/-600/-700/-800/ -900/-900ER) 10 Speed Reference Selector (-600/-700/ -800/-900/-900/-900ER) 11 Mechanical Timer 11 O (O) May be inoperative provided speeds can be set using CDU. 11 O (O) May be inoperative provided alternate procedures are established and used. 11B D (D) May be inoperative provided and used. 11B D (D) May be inoperative provided and used. 11B D (D) May be inoperative provided and used. 11B C (D) May be inoperative provided and used. 11B C (D) May be inoperative provided procedure do not require its use.		IIEW			3. N	NUMBER REQ	UIRED FOR DISPATCH		
Sequence No. Item	10107804-1111					4. REMARKS	OR EXCEPTIONS		
Remote Light Sensor System (-300/-400/ -500/-600/-700/-800/ -900/-900ER) Speed Reference Selector (-600/-700/ -800/ -900/-900ER) May be inoperative provided all manual display brightness controls operate normally. May be inoperative provided speeds cat be set using CDU. May be inoperative provided speeds cat be set using CDU. Mechanical Timer C 1 0 (O) May be inoperative provided alternate procedures are established and used. D 1 0 May be inoperative provided procedure do not require its use.									
System (-300/-400/ -500/-600/-700/-800/ -900/-900ER) C 1 0 May be inoperative provided speeds cat be set using CDU. Mechanical Timer C 1 0 (O) May be inoperative provided alternate procedures are established and used. D 1 0 May be inoperative provided procedure do not require its use.									
Selector (-600/-700/-800/-900ER) 11	09	System (-300/-400/ -500/-600/-700/-800/	С	1	0	display bright			
Takeoff Warn Test Switch C 1 0 (O) May be inoperative provided alternate procedures are established and used. May be inoperative provided procedure do not require its use. Takeoff Warn Test Switch C 1 0 (O) May be inoperative provided and used. May be inoperative provided procedure do not require its use.	10	Selector (-600/-700/	С	1	0				
alternate procedures are established and used. D 1 0 May be inoperative provided procedure do not require its use. Takeoff Warn Test Switch C 1 0		Mechanical Timer							
12 Takeoff Warn Test *** Switch C 1 0	11A		С	1	0	alternate prod	noperative provided cedures are established		
*** Switch 12A	11B		D	1	0				
12P	12A		С	1	0				
do not require its use.	12B		D	1	0		erative provided procedures e its use.		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	TATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.		
В	OEING B-737		DATE: 10/10/2015 31-6				
					E KEY		
SYSTEM &		1. F			DATEGORY BER INSTALLED		
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH		
NO.				38.0	4. REMARKS OR EXCEPTIONS		
	NG/RECORDING SYSTEM	MS					
Sequence No.	Item	1	2	3	4	Change Bar	
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)						
13-01	Inboard DU (ND)	A	2	1	 (O) For PFD/ND configuration, one may be inoperative provided: a) Reversionary Display on PFD is checked prior to departure, b) PFD Lateral Deviation Scale operates normally, and c) Repairs are made within 2 flight days. 	I	
13-01-01	Display Control Panel Switches/Control Knobs	A	-	0	May be inoperative provided: a) Inboard DU is considered inoperative, and b) Repairs are made within 2 flight days.	I	
13-01-01-01	TERR	С	2	1			
13-01-01-02	TFC	С	2	1			
13-01-01-03	WX	С	2	1			
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:			VISIO	ON N	O. 58	PAGE NO.
В	OEING B-737		DATE: 10/10/2015			31-7
		MMEL TABLE KE				
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. ľ		BER INSTALL	UIRED FOR DISPATCH
NO.				3. 1		OR EXCEPTIONS
31. INDICATI	NG/RECORDING SYSTEM	IIS		<u> </u>		
Sequence No.	Item	1	2	3	4	Change Bar
13 ***	Flat Panel Display System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT) (Cont'd)					
13-02	Outboard DU (PFD)					
13-02-01	Display Control Panel Switches/Control Knobs					
13-02-01-01	RA/DA Set	С	2	0		erative provided approach onot require its use.
13-02-01-02	RA/DA	С	2	0		erative provided approach o not require its use.
13-02-01-03	RA/Test	С	2	0		
13-03	Forward Electronic Panel (ND) (-200)	В	1	0		
13-03-01	TERR	В	1	0	Awareness a	erative provided Terrain nd Warning System considered inoperative.
					(Continued)	

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIO	N					
FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	DOEINO D 707	RE'		IO. 58 PAGE NO.				
l	BOEING B-737		DATE: 10/10/2015 31-8					
		_			LE KEY Category			
SYSTEM &	ITEM	1. 1			BER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
1818/1965/12/20					4. REMARKS OR EXCEPTIONS			
	ING/RECORDING SYSTEI	VIS 1	2	3	4 Change			
Sequence No.	Flat Panel Display	'	2	3	4 Bar			
***	System (Universal							
	Avionics, Inc. EFI-890)							
	(STC ST03355AT and ST03362AT) (Cont'd)							
	, , , , ,							
13-03	Forward Electronic Panel (ND) (-200) (Cont'd)							
13-03-02	TFC							
13-03-02A		D	1	0	May be inoperative provided TCAS VSI operates normally.			
13-03-02B		С	1	0	May be inoperative provided TCAS is considered inoperative.			
13-03-03	WX	С	1	0	May be inoperative provided Weather Radar is considered inoperative.			
14 ***	TAKEOFF CONFIG Light							
14-01	-100/-200/-300/-400/ -500 (upon incorporation of Boeing Service Bulletin 737-31A1325)				Deleted relief in Revision 57.			
14-02	-300/-500 (upon incorporation of ARC Avionics STC Number ST03945AT)				Deleted relief in Revision 57.			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.			
E	BOEING B-737		DATE: 10/10/2015 31-9					
		_			E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		Z. I		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				0.1	4. REMARKS OR EXCEPTIONS			
31. INDICAT	ING/RECORDING SYSTE	MS	•					
Sequence No.	Item	1	2	3	4	Chan Bai		
14 ***	TAKEOFF CONFIG Light (Cont'd)							
14-03	-600/-700/-800/-900/ -900ER (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) STC ST03312NY	С	2	1	(O) May be inoperative provided the associated CABIN ALTITUDE warning light operates normally and flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of eithe flight crew member.	r		
15 ***	Flat Panel Display System Innovative Solutions and Support (STC ST03125NY) (-300/-400/-500)							
15-01	Integrated Flat Panel Display (IFPD)	С	4	3	One ND may be inoperative.			
15-02	Display Control Panel (DCP)	A	2	1	 (O) One may be inoperative provided: a) All functions of operative DCP are verified to operate normally, b) The appropriate ALTN DCP is selected, and c) Repairs are made within 2 flight days. 			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
	VIATIONI ADMINISTRATIO	N I			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.			
	OEING B-737		DATE: 10/10/2015 32-1					
		ММІ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
32. LANDING	G GEAR				14. NEMANNO ON EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
01 ***	Gear Seal Warning System (-100/-200)	С	1	0	(M) May be inoperative provided gear seal function is checked once each flight day.			
02	Antiskid System							
02-01	(-100/-200/-300/-400/ -500)	С	1	0	(O) May be inoperative provided operations are conducted in compliance with AFM.			
02-02	(-600/-700/-800/-900/ -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Associated Antiskid channel(s) is deactivated, and b) Operations are conducted in compliance with AFM. 			
03	Parking Brake Valve (-300/-400/-500/-600/- 700/-800/-900/-900ER)	С	1	0	 (M)(O) May be inoperative provided: a) Antiskid system is deactivated, and b) Operations are conducted in compliance with AFM inoperative decrements. 			
04	Parking Brake Light							
04-01	Solenoid Parking Brake Valve Installed (-100/-200)	С	1	0	(O) May be inoperative provided antiskid system is turned OFF when parking brake is used.			
04-02	Motor Operated Parking Brake Valve Installed	С	1	0	(M) May be inoperative provided parking brake shutoff valve is verified to operate normally.			
				L	(Continued)			

VIATION ADMINISTRATION	FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 58 PAGE NO.						
OCINO D 727	RE'						
DOEING D-737			DATE: 10/10/2015 32-2				
	_						
	1.1			BER INSTALLED			
ITEM				NUMBER REQUIRED FOR DISPATCH			
			000000000000000000000000000000000000000	4. REMARKS OR EXCEPTIONS			
G GEAR							
Item	1	2	3	4 Che B			
Parking Brake Light(Cont'd)							
External Parking Brake Light							
	С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
	D	1	0	May be inoperative provided procedures do not require its use.			
Main Wheel Well Inflatable Seal System (-100/-200)	С	1	0	(M) May be inoperative provided system is deactivated and secured.			
Landing Gear Warning and Indicating System (-100/-200/-300/-400/ -500)	С	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.			
Secondary Gear Warning System (Pemco F/QC and COMBI)	В	1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.			
Automatic Brake System	С	1	0	(M) May be inoperative provided system is deactivated and secured.			
	ITEM GEAR Item Parking Brake Light(Cont'd) External Parking Brake Light Main Wheel Well Inflatable Seal System (-100/-200) Landing Gear Warning and Indicating System (-100/-200/-300/-400/ -500) Secondary Gear Warning System (Pemco F/QC and COMBI) Automatic Brake	MMI ITEM Parking Brake Light(Cont'd) External Parking Brake Light C D Main Wheel Well Inflatable Seal System (-100/-200) Landing Gear Warning and Indicating System (-100/-200/-300/-400/ -500) Secondary Gear Warning System (Pemco F/QC and COMBI) Automatic Brake C	MMEL T ITEM TO AT MMEL T 1. REPA 2. N GEAR Item 1 2 Parking Brake Light(Cont'd) External Parking Brake Light C 1 Main Wheel Well Inflatable Seal System (-100/-200) Landing Gear Warning and Indicating System (-100/-200/-300/-400/ -500) Secondary Gear Warning System (Pemco F/QC and COMBI) Automatic Brake C 1	MMEL TABL ITEM I			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:			REVISION NO. 58 PAGE NO.			
E	BOEING B-737		DATE: 10/10/2015 32-3			
		_			LE KEY	
SYSTEM &		1. F			CATEGORY IBER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				•	4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4 Change Bar	
08	Rudder Pedal Nose Wheel Steering System					
08-01	Rotary Actuator (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	1	0	 (M)(O) May be inoperative deactivated in disengage position provided: a) Operation of associated systems are not affected, and b) All takeoffs and landings are made by pilot with access to an operating tiller. 	
09 ***	Direct Reading Tire Pressure Gauge	D	-	0		
10	Alternate Antiskid Valves (-300/-400/-500/ -600/-700/-800/-900/ -900ER)	С	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.	
11 ***	Brake Temperature Monitor System					
11A		С	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.	
11B		D	1	0	(O) May be inoperative provided: a) AFM Maximum Quick Turnaround Weight limitations are observed, and b) Procedures are not based on its use.	

	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	BOEING B-737	RE'			O. 58 PAGE NO.
	SUEING B-737				0/10/2015 32-4
		_			E KEY CATEGORY
SYSTEM &		1. 1			BER INSTALLED
SEQUENCE NO.	ITEM			3. N	IUMBER REQUIRED FOR DISPATCH
20879652259					4. REMARKS OR EXCEPTIONS
32. LANDING					4 Chan
Sequence No.	Ness Wheel Steering	1 C	1	3 0	Dal
1 Z ***	Nose Wheel Steering Switch (-300/-400/-500/ -600/-700/-800/-900/ -900ER)		1	U	 (M) May be inoperative provided: a) Nose wheel steering is powered by Hydraulic System A, and b) Landing gear transfer valve is verified to operate normally.
13	Hydraulic Brake Pressure Indication System				
13-01	(-100/-200)				
13-01-01	Wheel Well Brake Accumulator Gauges	С	2	0	May be inoperative provided associated flight deck brake pressure indicator operates normally.
13-01-02	Flight Deck HYD BRAKE PRESS Indicator Systems	С	2	1	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight day.
13-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)				
13-02-01	Wheel Well Brake Accumulator Gauge	С	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.
13-02-02	Flight Deck HYD BRAKE PRESS Indicator System	С	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 58 PAGE NO.				
	OEING B-737		DATE: 10/10/2015 32-5				
		_			E KEY		
SYSTEM & BEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DIS 4. REMARKS OR EXCEPTION		
32. LANDING			Ι.			Te	Char
Sequence No.	Item	1	2	3	4		Ва
14	Gear Retraction Braking System (-600/-700/ -800/-900/-900ER)	С	1	0	(O) May be inoperative provid a) After takeoff, landing g remains extended for t minutes before retracti b) Takeoff performance is Landing Gear Extende	lear wo on, and s based on	
15	Landing Gear Selector Valve Bypass Module (-600/-700/-800/-900/ -900ER)	С	1	0	(M)(O) May be inoperative prodeactivated in normal position		
16	Landing Gear Actuation System (-600/-700/ -800/-900/-900ER)	В	1	0	 (M)(O) May be inoperative pro- a) Inoperative component secured by an accepted procedure, b) Landing gear are secundown position, and c) Airplane is dispatched accordance with AFM Extended Appendix. 	ts are ed red in in	

LLC DEDAR	TMENT OF TRANSPORTA	TIO	\.I						
U.S. DEPAR	TMENT OF TRANSPORTA	AT IOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO								
AIRCRAFT:	SOEING B-737	RE	REVISION NO. 58 PAGE NO. 32-6						
	OLINO B 101	ММ	MMEL TABLE KEY						
					CATEGORY				
SYSTEM & SEQUENCE	ITEM		2. 1	NUM	BER INSTALLED				
NO.	I I LIVI			3. N	NUMBER REQUIRED FOR DISPATCH				
32. LANDING	C GEAD	4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4 Change				
17	Proximity Switch Electronics Unit (PSEU)			-	Bar				
	System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700/ -800/-900/-900ER)								
17-01	PSEU Fault								
17-01A		С	-	0	(M) May be dispatched with faults indicated by PSEU light provided PSEU is checked for faults before each departure.				
17-01B		С	-	0	May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.				
17-02	PSEU Light	С	1	0	(M) May be inoperative provided PSEU is checked for faults before each departure.				
17-03 ***	Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	С	1	0	(M) May be inoperative provided SPSEU is checked for faults before each departure.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	NO. 58 PAGE NO.				
В	OEING B-737		DATE: 10/10/2015 32-7						
					LE KEY				
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. 1	_	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
32. LANDING GEAR									
Sequence No.	Item	1	2	3	4 Change Bar				
18	Landing Gear Alternate Extension System (-600/-700/-800/-900/ -900ER)	В	1	0	 (M)(O) May be inoperative provided: a) Inoperative Components are secured by an accepted procedure, b) Landing gear are secured in down position, and c) Airplane is dispatched in accordance with AFM Gear Extended Appendix. 				
19	Main Landing Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in UP position for duration of flight until gear extension is required.				
20	Landing Gear Frangible Fitting (-600/-700/-800/ -900/-900ER)	С	2	0	(M) May be broken or missing provided fitting is replaced with a hydraulic cap assembly.				
21	Flap Landing Warning Switch, S138 (-600/-700/-800/-900/ -900ER)	С	1	0	 (M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an alternate set of contacts, and b) PSEU BITE is used to verify normal operation of S138 switch. 				

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	OEING B-737	DATE: 10/10/2015 32-8						
					E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
32. LANDING	Item	1	2	3	4	Chang		
Sequence No.	Two-position Tail Skid	-	2	3	4	Bai		
22-01 ***	(-800 with Short Field Performance (SPF Option)							
22-01-01	Retraction Mechanism							
22-01-01A		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied. 			
22-01-01B		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied. 			
22-01-02	Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied. 			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT EIST				
AIRCRAFT:		RE'	REVISION NO. 58 PAGE NO.						
В	OEING B-737		DATE: 10/10/2015 32-9						
					E KEY				
SYSTEM &		1. F			DATEGORY BER INSTALLED				
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				-555.5	4. REMARKS OR EXCEPTIONS				
32. LANDING GEAR									
Sequence No.	Item	1	2	3	4 Change Bar				
22	Two-position Tail Skid (Cont'd)								
22-02	(-900ER)								
22-02-01	Retraction Mechanism								
22-02-01A		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied. 				
22-02-01B		С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied. 				
22-02-02	Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied. 				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					IO. 59	PAGE NO.			
В	BOEING B-737			DATE: 02/13/2017 33-1					
		_			E KEY				
SYSTEM &		1. [CATEGORY BER INSTALL	FD			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.					4. REMARKS	OR EXCEPTIONS			
33. LIGHTS		1	•	1					
Sequence No.	Item	1	2	3	4	Change Bar			
01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	provided: a) Rema lights illumin instrur device b) Rema lights direct flight c c) Lightir intens flight c NOTE 1: Indi and are NOTE 2: Una NVC inop	vidual button/switch lights /or annunciation/indications excluded from this relief. aided operation (without Gs) may be permitted with perative NVG supplemental ts; cracked or missing			
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI)								
02-01	Passenger and Combi Configurations Without Photoluminescent Emergency Escape Path Marking Systems	С	-	-	provided suffi	nts may be inoperative icient lighting remains for ants/cargo couriers to duties.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATION SOEING B-737			_	IO. 59 2/13/2017	PAGE NO.
					33-2	
SYSTEM &			REPA	AIR (E KEY CATEGORY	
SEQUENCE NO.	ITEM		2. 1			ED UIRED FOR DISPATCH S OR EXCEPTIONS
33. LIGHTS					1	
Sequence No.	Item	1	2	3	4	Char Ba
02	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI) (Cont'd)					
02-02	Passenger and Combi Configurations With Photoluminescent Emergency Escape Path Marking Systems	С		-	provided: a) Sufficion cabin to per b) Rema charge Emerg	ient lighting remains for attendants/cargo couriers form their duties, and lining lighting is sufficient to e Photoluminescent gency Escape Path ng System.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			LICT				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIOI				
AIRCRAFT:	OEING B-737	RE			O. 59 PAGE NO. 2/13/2017 33-3					
		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
33. LIGHTS					4. KEMAKKS OK EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Change Bar				
03	Passenger Lighted Information Signs and Notice System					24.				
03-01	"NO SMOKING/ FASTEN SEAT BELT/ RETURN TO SEAT" Signs									
03-01A		С	-	-	 (M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. 	I				
03-01B		С	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.					
					(Continued)					

MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION									
AIRCRAFT:	SOEING B-737				IO. 59 2/13/2017	PAGE NO.			
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY BER INSTALL NUMBER REQ	UIRED FOR DISPATCH			
33. LIGHTS					4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Chang		
03	Passenger Lighted Information Signs and Notice System (Cont'd)						Bar		
03-02	All Cargo, Supernumerary/Courier Area Lighted Information Signs	С	-	-	alternate proc and used to n couriers/supe	noperative provided cedures are established notify ernumeraries when gn(s) are placed on or off.			
03-03	Aural Tone System	С	1	0					
03-04	Flight Deck Automatic Function	С	1	0	a) Manua norma b) Altern	noperative provided: al control function operates ally, and ate procedures are ished and used.			
04	Lower Cargo Compartment Light Systems (Fwd/Aft)	С	-	0	Light Lens ex	cluded.	I		
04-01	Light Lens (-100/-200/ -300/-400/-500/-900/ -900ER)	С	-	0	associated lig	en/missing provided ght bulb is removed. LED ciated LED Module ired.			

AIRCRAFT:	SOEING B-737	RE\			O. 59 2/13/2017	PAGE NO.				
	BOEING B-737									
SYSTEM &	ITEM.		1. REPAIR CATEGORY 2. NUMBER INSTALLED							
NO.	ITEM			3. N		UIRED FOR DISPATCH OR EXCEPTIONS				
33. LIGHTS	1						Change			
Sequence No.	Item	1	2	3	4		Change Bar			
04	Lower Cargo Compartment Light Systems (Fwd/Aft) (Cont'd)									
04-02	Light Lens (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	-	0	associated lig	en/missing provided ght bulb is removed. LED sciated LED Module ired.				
04-03	Light Lens (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	-	-	compartment lower cargo c broken/missir bulb is remov	from aft lower cargo and one from forward compartment may be ng provided associated light red. LED light, no ED Module removal				
05	High Intensity or Strobe Lights System									
05-01 ***	All Models (Except Models with STCs ST01821LA, ST01873LA, and ST02015LA)	С	1	0						
05-02	Models with STCs ST01821LA, ST01873LA, and ST012015LA	С	1	0		erative provided operations ucted at night.				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					O. 59	PAGE NO.	
В	OEING B-737		DAT	E: 0	2/13/2017	33-6	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLI	ED.	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet , -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet With Dual Glass Lens) (Except STCs ST01821LA and ST01873LA)						
06A		С	2	0	provided wing	erative for night operations of tip and tail strobe lights and operate normally.	
06B		С	2	0	May be inope are not condu	erative provided operations ucted at night.	
06-01	Blended Winglet						
06-01-01	(-700 with Single Plastic Lens)	С	2	0	are not condu	-	
						anti-collision beacons must erative for night operations.	
06-01-02	(-800 with Light Fence)				Deleted in Reinto Item 33-6	evision 45a. Incorporated 6.	
					(Continued)		

	TMENT OF TRANSPORTA		•		MASTE	ER MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 59	PAGE NO.	
	OEING B-737				2/13/2017	33-7	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
000000000000000000000000000000000000000		,			4. REMARKS	OR EXCEPTIONS	
33. LIGHTS	lta-m			١,	4		Change
Sequence No.	Anti-Collision Beacons	1	2	3	4		Bar
	(Without Blended Winglet or Split Scimitar Winglet , -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet With Dual Glass Lens) (Except STCs ST01821LA and ST01873LA) (Cont'd)						
06-01	Blended Winglet (Cont'd)						
06-01-03	(-300/-500 with STC ST01219SE and Winglet Strobe Lights)						
06-01-03A		С	2	0		erative for night operations glet strobe lights operate	
						trobe light may be rative.	
06-01-03B		С	2	0		erative provided operations ucted at night.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MACTI		LICT		
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT	LIOI		
AIRCRAFT:	00EINO D 707	RE			IO. 59	PAGE NO.			
	BOEING B-737		DATE: 02/13/2017 33-8						
					E KEY CATEGORY				
SYSTEM &		1. 1			BER INSTALL	ED			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
000000000000000000000000000000000000000		, ,			4. REMARKS	OR EXCEPTIONS			
33. LIGHTS	T.				T .		Change		
Sequence No.	Item	1	2	3	4		Bar		
06	Anti-Collision Beacons (Without Blended Winglet or Split Scimitar Winglet, -800/-900/ -900ER Blended Winglet or Split Scimitar Winglet, and -700 Blended Winglet or Split Scimitar Winglet With Dual Glass Lens) (Except STCs ST01821LA and ST01873LA) (Cont'd)								
06-01	Blended Winglet (Cont'd)								
06-01-04	(-700 with single Plastic Lens and STC ST02015LA and 3 rd anti-collision beacon)	С	3	0	are no NOTE: Three must	erative provided operations of conducted at night e anti-collision beacons be operative for night ations.			
06-02	(STCs ST01821LA and ST01873LA)	С	2	0		erative provided operations ucted at night.	 		
07	Wing Illumination Lights	С	2	0	` <i>'</i>	noperative provided ground edures do not require their			
07-01 ***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	С	2	0					

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMON EQUIPMENT EIST					
AIRCRAFT:	OEING B-737	RE'			O. 59 PAGE NO. 2/13/2017 33-9					
B	OLING D-737	BABA								
3000000 000000 00000000000000000000000					E KEY CATEGORY					
SYSTEM &	17514	'			BER INSTALLED					
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH					
38.87863.227			4. REMARKS OR EXCEPTIONS							
33. LIGHTS	I.	Ch								
Sequence No.	Item	1	2	3	4 Change Bar					
08	Landing Lights									
08-01	With Retractable Landing Lights									
08-01A		С	4	2	One may be inoperative on each side provided one of two operating lights is in fixed position.					
08-01B		С	4	0	May be inoperative provided operations are not conducted at night.					
08-01-01	Retractable Light Extend/Retract Motors									
08-01-01A		С	2	0	 (M)(O) May be inoperative provided: a) Light is in extended position, b) Light illuminates normally, and c) Appropriate performance adjustments are applied. 					
08-01-01B		С	2	0	 (O) May be inoperative provided: a) Associated light is considered inoperative, and b) Appropriate performance adjustments are applied when associated light is not in the fully retracted position. 					
08-01-02 ***	Pulse Light System	D	1	0						
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N				_		
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMU	M EQUIPMENT LIS	51		
AIRCRAFT:	OEING B-737				O. 59 PAGE NO 2/13/2017). 33-10			
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FO 4. REMARKS OR EXCE				
33. LIGHTS		4. REMARKO OK EXCELLIONO							
Sequence No.	Item	1	2	3	4		hange Bar		
08	Landing Lights (Cont'd)								
08-02 ***	LED Array (Light Assembly)								
33-08-02A		С	4	2	One LED array (light assinoperative on each side NOTE: There is an inboa (light assembly) LED array (light a inside the strake wing. These samused for the taxi lights may also b (see Item 33-09)	ard LED array and an outboard assembly) let on each ne lights are also lights. Taxi ne affected			
33-08-02B		С	4	2	Both LED arrays on one inoperative provided the Off light on the same sid normally. NOTE: There is an inboa (light assembly) LED array (light inside the strake wing. These sam used for the taxi lights may also b (see Item 33-09)	Runway Turn le operates ard LED array and an outboard assembly) let on each ne lights are also lights. Taxi ne affected			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAGE NO.					
	OEING B-737				2/13/2017 33-11					
			MMEL TABLE KEY							
SYSTEM & SEQUENCE	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS							
33. LIGHTS										
Sequence No.	Item	1	2	3	4	Change Bar				
08	Landing Lights (Cont'd)									
08-02	LED Array (Light Assembly) (Cont'd)									
08-02C		С	4	0	May be inoperative provided operations are not conducted at night. NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the taxi lights. Taxi lights may also be affected (see Item 33-09)					
08-02-01 ***	Alternate Flash Function	D	-	0						
09	Taxi Light									
09-01 ***	Nose Gear Taxi Light	С	1	0						
09-02 ***	LED Array (Light Assembly)	С	4	0	NOTE: There is an inboard LED array (light assembly) and an outboard LED array (light assembly) inside the strakelet on each wing. These same lights are also used for the landing lights. Landing lights may also be affected (see Item 33-08).					
10	Runway Turn Off Lights	С	2	0						

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MACTED MINIMUM FOLUDATAT	LICT
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT I	LIOI
AIRCRAFT:	OEING B-737	RE'			NO. 59 PAGE NO. 33-12	
	020 2 7 0.	ММ			LE KEY	
SYSTEM &			REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
33. LIGHTS		,				
Sequence No.	Item	1	2	3	4	Change Bar
11	Wing Tip Position Lights	С	4	0	May be inoperative provided operations are not conducted at night. Deleted in Revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally).	
11-01	Light Bulbs/Lamps/LED Modules (Without Blended Winglet or Split Scimitar Winglet or Split Scimitar Winglet with Dual Glass Lens, and -300/-500 with Blended Winglet)	С	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.	
					(Continued)	

<u>FEDERAL A</u> AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	וא ואר	O. 59 PAGE NO.			
	BOEING B-737	IVE,			2/13/2017 PAGE NO. 33-13			
		ММІ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS				
33. LIGHTS					4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chai		
11	Wing Tip Position Lights (Cont'd)							
11-02	Light Bulbs/Lamps (-700/-800 Blended Winglet with Single Plastic Lens)							
11-02A		С	-	5	Any except following minimum may be inoperative for night operations: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.			
11-02B		В	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.			
11-02-01	Stationary Red Wing Tip Light Bulbs/Lamps				Deleted in Revision 49a.			
12 ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided locking function operates normally.			
13	Master Caution Lights				Deleted prior to Revision 27.			

AIRCRAFT:	VIATION ADMINISTRATIO				O. 59 PAGE NO.			
	BOEING B-737	BABAI			2/13/2017 33-14			
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
120000000000000000000000000000000000000		4. REMARKS OR EXCEPTIONS						
33. LIGHTS Sequence No.	Item	1	2	3	4	Chang		
14	Exterior Emergency Lighting System	'	2	3		Bar		
14A		В	1	0	May be inoperative provided operations are not conducted at night.			
14B		В	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.			
15	Interior Emergency Exit Lighting System							
15-01	Mixed or All-Cargo Configuration	С	1	0	Lights may be inoperative in cargo areas provided: a) No persons occupy that area, and b) Forward entrance door light operates normally at all times.	:		
15-02 ***	Emergency Aisle Lights (-600/-700/-800/-900/ -900ER)	С	-	-	Light assemblies installed above aisle may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.	i.		
15-03 ***	Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)	С	-	-	Light assemblies installed above aisle (curved edge of stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are inoperative.			
15-04 ***	Flight Deck Exit Light	С	1	0	May be inoperative provided operations are not conducted at night.			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT	LIOI
AIRCRAFT:	OCINO D 707	RE		_	IO. 59 2/13/2017	PAGE NO.	
	SOEING B-737					33-15	
		_			E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM.				BER INSTALL	ED	
NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH					
33. LIGHTS		<u> </u>	,		4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
16	System Annunciator Lights, Left and Right (Pilot's Light Shield)						Dal
16A		С	-	-	(O) One light operating sys	may be inoperative for an tem	
16B		С	-	-	May be inope inoperative sy	rative for an associated /stem	
17	Flight Deck Master Lights Test and Individual Lights Press-to-Test Features	С	-	-	intended fund	noperative provided etion of associated light(s) be each flight day.	
18	Wheel Well Lights						
18-01	Dome Lights	С	3	0			
18-02	Inspection Flood Lights						
18-02-01	(-100/-200/-300/-400/ -500)						
18-02-01A		С	3	1		nts may be inoperative rations are not conducted	
18-02-01B		D	3	0	landing gear i	e inoperative provided a indicating system other ystem and independent of is installed and operates	
18-02-02	(-600/-700/-800/-900/ -900ER)	D	2	0			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V							
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	OEING B-737				IO. 59 2/13/2017	PAGE NO. 33-16				
		мм	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR C	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS				
33. LIGHTS										
Sequence No.	Item	1	2	3	4		Change Bar			
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs)									
19-01	Incandescent Lighting System	C	-		provided minimalevels specified documents are a) FAA e b) FAA a Design c) Limitar section Supple (STC) d) An FA incorp Drawin STC.	ts may be inoperative mum acceptable lighting ed in one of the following re complied with: engineering approval letter, pproved report of Type in holder, tions and Conditions in of the applicable emental Type Certificate, or A approved report orated in the Mastering List for the applicable				
					(Continued)					

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 59 PAGE NO.	
	SOEING B-737				2/13/2017 33-17	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
33. LIGHTS	1	1.	I .		T.	Change
Sequence No.	Item	1	2	3	4	Bar
19	Floor Proximity Emergency Escape Path Marking System (All Models and STCs) (Cont'd)					
19-02	Photoluminescent Lighting System	С	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	
19-03	Seat Mounted LED and Incandescent Lighting Systems	C	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	

	TMENT OF TRANSPORT	11101	N		MASTER MINIMUM EQUIPMENT	LIST		
	VIATION ADMINISTRATIO		//014	2012				
AIRCRAFT:	BOEING B-737	KE			O. 59 PAGE NO. 2/13/2017 33-18			
		ММ			E KEY			
SYSTEM &		_	REP/	AIR (DATEGORY BER INSTALLED			
SEQUENCE NO.	ITEM		NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
33. LIGHTS		<u> </u>						
Sequence No.	Item	1	2	3	4	Change Bar		
20	LOGO Light System	D	1	0				
21 ***	Main Deck Cargo Compartment Lighting (737C, 737-700C, and STCs ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE)							
21-01	Cargo Door Floodlights							
21-01A		С	2	0	(M) May be inoperative for night operations provided alternate procedures are established and used.			
21-01B		С	2	0	May be inoperative provided operations are not conducted at night.			
					NOTE: Not required for all passenger operations.			
21-02	Cargo Compartment Lights (STCs ST00283AT, and ST01827LA)							
21-02A		С	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.			
21-02B		С	-	0	May be inoperative provided operations are not conducted at night.			

AIRCRAFT:	VIATION ADMINISTRATIO			_	IO. 59 PAGE NO.	
В	OEING B-737				2/13/2017 33-19	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Chan Ba
22 ***	Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, and ST01961SE)					
22-01	System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STCs ST01566LA, and ST01961SE	A	2	1	(M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within 2 flight days.	I
22-02	System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, and ST01961SE)	A	-	-	 (M)(O) One warning light may be inoperative provided: a) It is not a VENT DOOR OPEN light, b) Vent door handle is locked, c) Outside view port is verified green, d) Individual lock is not loose, e) Main cargo door is verified closed, latched and locked, and f) Repairs are made within 2 flight days. 	I
22-03	Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIX.TTOTA A DIVINITIO TRACTIO		VISIC	N NC	NO. 59 PAGE NO.
В	BOEING B-737		DAT	E: 0	02/13/2017 33-20
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				0.1	4. REMARKS OR EXCEPTIONS
33. LIGHTS					
Sequence No.	Item	1	2	3	4 Change Bar
22	Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc. -300/-400, and STCs ST01566LA, and ST01961SE) (Cont'd)				
22-04	Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				Deleted in Revision 49.
23	Master Dim System	В	1	0	Dim function may be inoperative provided: a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flight crew.
24 ***	Sterile Flight Compartment Light System				
24A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.
24B		D	1	0	May be inoperative provided procedures do not require its use.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MAGTE		
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:		_			IO. 59	PAGE NO.	
В	SOEING B-737				2/13/2017	33-21	
					E KEY		
SYSTEM &		1. [CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				335.55		OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
25	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)						
25A		С	-	0			
25B		D	-	0		erative provided operations ucted at night.	
26	Main Cargo Compartment In-Flight Access Alert System (STC ST01961SE)	С	-	0		rative provided in-flight main deck cargo is prohibited.	
26-01	Main Cargo Compartment Lights	С	-	0	access to the	rative provided in-flight main deck cargo is prohibited.	
26-02	Main Cargo Compartment Alert Horns	С	2	0	access to the	erative provided in-flight main deck cargo is prohibited.	

FEDERAL A	VIATION ADMINISTRATION	ON			MASTER MINIMUM I	EQUIPMENT	LIST	
AIRCRAFT:			_	_	O. 59 PAGE NO.			
BOEING B-737			DATE: 02/13/2017 34-1					
					E KEY			
SYSTEM &		1. 1			CATEGORY BER INSTALLED			
SEQUENCE			2. 1		NUMBER REQUIRED FOR D	DISPATCH		
NO.					4. REMARKS OR EXCEPT			
34. NAVIGA	TION		,					
Sequence No.	Item	1	2	3	4		Change Bar	
01	Mach/Airspeed Indications							
01-01	Mach Indications	С	2	1	One may be inoperative pro one Mach/Airspeed warning trim system operate normal	and Mach		
01-01-01	(-100/-200/-300/-400/ -500)	С	2	0	May be inoperative provided a) Airplane remains at FL 230, and b) Airspeed remains at 320 KIAS.	or below		
01-01-02	(-600/-700/-800/-900/ -900ER)	С	2	0	May be inoperative provided a) Airplane remains at FL 280, and b) Airspeed remains at 320 KIAS.	or below		
01-02 ***	Airspeed Indicators (-300/-400/-500)	С	2	1	One may be inoperative pro a) EFIS Speed Tape di installed and operate and b) One Mach/Airspeed operates normally.	isplays are e normally,		
01-03 ***	EFIS Speed Tape (-300/-400/-500)	С	2	0	May be inoperative provided indicators are installed and normally at each pilot's stat	operate		
01-04 ***	Airspeed Cursor (-100/-200/-300/-400/ -500)	A	2	1	(O) One may be inoperative a) Alternate procedure established and use b) Repairs are made w 3 flight days.	s are d, and	I	
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 59 PAGE NO.	
BOEING B-737		DATE: 02/13/2017			2/13/2017 34-2	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
01	Mach/Airspeed Indications (Cont'd)					
01-05 ***	External Airspeed Markers (Bugs) (-100/-200/-300/-400/ -500)	С	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.	
01-06 ***	Digital Airspeed Readout (-100/-200/ -300/-400/-500)	С	-	0		
02	Mach/Airspeed Warning Systems					
02-01	Maximum Operating Speed Indication	С	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.	
02-02	Clacker					
02-02-01	(-100/-200)					
02-02-01A		С	-	1		
					(Continued)	

FEDERAL AVAIRCRAFT:	/IATION ADMINISTRATIO		VISIO	ON N	IO. 59	PAGE NO.		
В	OEING B-737	DATE: 02/1			2/13/2017	34-3		
		_	MMEL TABLE KEY					
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALL NUMBER REQ	UIRED FOR DISPATCH		
NO.				0.1		OR EXCEPTIONS		
34. NAVIGAT	TON							
Sequence No.	Item	1	2	3	4	Chai Ba		
02	Mach/Airspeed Warning Systems (Cont'd)							
02-02	Clacker (Cont'd)							
02-02-01	(-100/-200) (Cont'd)							
02-02-01B		В	-	0	a) Both Norma b) 340 K limitat c) If over earlier flight,	IAS/.78 Mach airspeed tions are observed, and rspeed warning occurs rathen scheduled during speed must remain below at which the warning		
02-02-01C		В	-	0	a) Both Norma b) 340 K limitat c) If over below deacti circuit	when the body indicators operate fally, and such indicators operate fally, and are observed, and respeed warning occurs when the system must be invated by pulling associated a breaker and observe at limits.		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59	PAGE NO.	
Е	OEING B-737		DATE: 02/13/2017 34-4				
					E KEY		
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALLE		
NO.		3. NUMBER REQUIRED FOR DISP. 4. REMARKS OR EXCEPTIONS					
34. NAVIGA	1		1 _		Τ.		Chan
Sequence No.	Item	1	2	3	4		Bar
02	Mach/Airspeed Warning Systems (Cont'd)						
02-02	Clacker (Cont'd)						
02-02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)						
02-02-02A		С	2	1			
02-02-02B		В	2	0	a) Both M normall b) 330 KIA limitatio c) If overs earlier t flight, s	AS/.76 Mach airspeed ons are observed, and speed warning occurs than scheduled during peed must remain below the warning	
02-02-02C		В	2	0	a) Both M normall b) 330 KI/ limitatio c) If overs below deactive	AS/.76 Mach airspeed ons are observed, and speed warning occurs 76 Mach, system must be ated by pulling associated oreaker and observe	

VIATION ADMINISTRATIO	N							
VII (TIGIT / EIVIII (TIGIT (TIG		VISIC	N NC	O. 59 PAGE NO.				
BOEING B-737		DAT	E: 0	2/13/2017 34-5				
	1. F							
ITEM		2. r						
			J. 1					
TION				'				
Item	1	2	3	4	Change Bar			
Altimeter Vibrators								
Servo-Pneumatic	С	2	1	One may be inoperative provided associated air data computer operates normally.				
Pneumatic	С	2	1	One may be inoperative provided VMC exist at departure and arrival airports.				
Pneumatic (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.				
One Pneumatic and one Servo-Pneumatic								
	С	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.				
	С	2	1	Pneumatic may be inoperative provided VMC exist at departure and arrival airports.				
Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.				
Static Air Temperature Indication	D	-	0					
Total Air Temperature Indication	С	-	0	May be inoperative provided an alternate air temperature indication (e.g., PDCS, FMCS, RAT, SAT) operates normally.	I			
	ITEM Item Altimeter Vibrators Servo-Pneumatic Pneumatic (With Electric/Electronic Altimeter) One Pneumatic and one Servo-Pneumatic Standby Altimeter Vibrator (With Electric/Electronic Altimeter) Static Air Temperature Indication Total Air Temperature	MMI ITEM ITEM ITEM Item Altimeter Vibrators Servo-Pneumatic C Pneumatic (With Electric/Electronic Altimeter) One Pneumatic and one Servo-Pneumatic C Standby Altimeter Vibrator C C Standby Altimeter C ITEM ITE	MMEL T ITEM ITEM	REVISION N DATE: 0	REVISION NO. 59			

SYSTEM & SEQUENCE NO. 34. NAVIGAT	OEING B-737	MMI	DAT	E: 0	IO. 59 PAGE NO. 2/13/2017 34-6	
SEQUENCE NO. 34. NAVIGA T		_		ΛDI		
SEQUENCE NO. 34. NAVIGA T		1. F	REP/		E KEY	
			1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	TION					
	Item	1	2	3	4	Chang Bar
06	Attitude Director Indicators (ADI)				Deleted prior to Revision 27.	
07	Standby Horizon Indicator					
07-01	Standby Attitude Indicator	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
07-02 ***	ILS Indication	D	1	0		
08 ***	Angle of Attack Indications	С	-	0		
09	Turn and Bank Indicators					
09-01 ***	Rate of Turn Indicators (-100/-200/-300/-400/ -500)					
09-01A		С	2	1		
09-01B		С	2	0	May be inoperative provided Standby Horizon Indicator operates normally.	
10	Directional Gyro Compass System				Deleted prior to Revision 27.	

AIRCRAFT:	VIATION ADMINISTRATIO		// © /	JNI N	IO. 59 PAGE NO.			
	BOEING B-737	INL			2/13/2017 34-7			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH			
04 NAV#04	TION	4. REMARKS OR EXCEPTIONS						
34. NAVIGA	T	T .	١,	١,		Chan		
Sequence No.	Item	1	2	3	4	Bai		
11	Standby Magnetic Compass					ı		
11A		В	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	I		
11B		В	1	0	May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	1		
11C		С	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.	I		
12	Flight Director Systems	С	2	0	May be inoperative provided approach minimums do not require its use.			
13	Distance Measuring Equipment Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
14	Marker Beacon Receiver System	С	-	0	May be inoperative provided approach minimums do not require its use.			
14		C	-	U				

AIRCRAFT:	IATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	LIOI
	NEINO D 727	ĺ				
	BOEING B-737			_	IO. 59 PAGE NO. 2/13/2017 34-8	
		ММІ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
34. NAVIGATI	ON	, , , ,			4. REMARKS OR EXCEPTIONS	
	tem	1	2	3	4	Change
-	Weather Radar	•	_	3	-	Bar
15-01	Weather Radar with Windshear Detection and Avoidance System (Predictive) Installed.					
15-01A		В	-	0	 (O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. 	
15-01B		С	-	0	 (O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear Warning and Guidance System (Reactive) operates normally. 	
15-01C		D	-	1	May be inoperative provided one remaining weather radar operates normally.	ľ
1					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MII	NIMUM EQUIPMENT LIST
AIRCRAFT:				_		GE NO.
BOEING B-737					2/13/2017	34-9
					E KEY	
SYSTEM &		1. 1			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRE	D FOR DISPATCH
NO.					4. REMARKS OR I	
34. NAVIGA						
Sequence No.	Item	1	2	3	4	Change Bar
15	Weather Radar (Cont'd)					
15-02	Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed					
15-02A		С	-	0	May be inoperative radar is not require	
15-02B		D	-	1	May be inoperative remaining weather normally.	
15-03 ***	Windshear Detection and Avoidance System (Predictive)					
15-03A		В	-	0	(O) May be inopera alternative procedu and used.	ative provided res are established
					should inclu windshear	alternate procedures ude reviewing avoidance and recovery procedures.
15-03B		С	-	0	b) Windshear	ocedures are and used, and Warning and system (Reactive)
					(Continued)	

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:					IO. 59	PAGE NO.		
BOEING B-737			DATE: 02/13/2017 34-10					
		_	MMEL TABLE KEY 1. REPAIR CATEGORY					
SYSTEM &		1. F			BER INSTALL	FD		
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH		
NO.		4. REMARKS OR EXCEPTIONS						
34. NAVIGAT	ΓΙΟΝ		1	1			Lou	
Sequence No.	Item	1	2	3	4		Change Bar	
15	Weather Radar (Cont'd)							
15-04 ***	Autotilt/Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	С	1	0		erative provided manual tilt ates normally.		
15-05 ***	Stabilization Function	С	1	0	a) Manua norma b) Anten	noperative provided: al tilt control operates ally, and na is verified to scan in a ontal plane with tilt at zero es.		
16	Radio Compass Systems (ADF)	D	-	-		s of those required by be inoperative.		
17	VHF Navigation Systems (VOR/ILS)							
17-01	(-100/-200/-300/-400/ -500)	D	-	-	14 CFR, and Bus, may be	s of those required by not powered by a Standby inoperative provided nimums do not require its		
17-01-01	Auto Tune Function	С	-	0	a) Enrou do not	noperative provided: te or approach procedures t require its use, and al tuning operates ally.		
					(Continued)			

FEDERAL A	VIATION ADMINISTRATIC	N						
AIRCRAFT:	OCINO D 727	RE'			O. 59	PAGE NO.		
	SOEING B-737				2/13/2017	34-11		
			MMEL TABLE KEY 1. REPAIR CATEGORY					
SYSTEM &		'. '			BER INSTALL	ED		
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH		
U800 1995 2000 0					4. REMARKS	OR EXCEPTIONS		
34. NAVIGA		-		1		Cha		
Sequence No.	Item	1	2	3	4	Char Ba		
17	VHF Navigation Systems (VOR/ILS) (Cont'd)							
17-02	(-300/-400/-500 GNLU-920 MMR, STC ST00998LA-D)	D	-	-	14 CFR, and Bus, may be i	s of those required by not powered by a Standby noperative provided imums do not require its		
17-02-01	Equipment Cooling Fan	В	2	0				
17-03	(-600/-700/-800/-900/ -900ER)							
17-03-01	VOR Systems	D	2	-		of those required by not powered by a Standby noperative.		
17-03-02	ILS Systems	D	2	-	14 CFR, and Bus, may be i	s of those required by not powered by a Standby noperative provided imums do not require its		
17-03-03	Auto Tune Function				Deleted in Re	vision 52.		
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 34-12			
		мм	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	ΓΙΟΝ	<u> </u>			4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Chang			
18	ATC Transponders and Automatic Altitude Reporting System							
18A		В	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.			
18B		D	-	1	Any in excess of those required by 14 CFR may be inoperative.			
18-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.			
18-02 ***	ADS-B Squitter Transmissions							
18-02A		С	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any ADS-B Out function that operates normally may be used.			
18-02B		D	-	0	May be inoperative provided enroute operations do not require its use.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST	ı			
AIRCRAFT:				NO. 59 PAGE NO.					
В				02/13/2017 34-13					
		_			LE KEY				
SYSTEM &		1. F			CATEGORY MBER INSTALLED				
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH						
NO.			4. REMARKS OR EXCEPTIONS						
34. NAVIGAT	ΓΙΟΝ		1	1					
Sequence No.	Item	1	2	3	4 Chan	ige ir			
19 ***	Instrument Comparator or Warning System (-200/-300/-400/-500, includes STC ST03355AT)	С	-	0	May be inoperative provided approach minimums do not require its use.				
20	Radio Altimeter Systems								
20-01	Receiver/Transmitters								
20-01-01	(-100/-200)								
20-01-01A		A		0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within 2 flight days. 				
<u> </u>					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			LICT	
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIQ I	
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO. 34-14		
		ММ	FI T	ΔΒΙ	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	ΓΙΟΝ	1 /					
Sequence No.	Item	1	2	3	4	Change Bar	
20	Radio Altimeter Systems (Cont'd)					- Bui	
20-01	Receiver/Transmitters (Cont'd)						
20-01-01	(-100/-200) (Cont'd)						
20-01-01B		C		0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR. 		
					(Continued)		
			<u> </u>		(Continued)		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
FEDERAL A	VIATION ADMINISTRATION	NC			INIASTEN INIINIINIONI EQUIFINENT LIST				
AIRCRAFT:	30EING B-737		REVISION NO. 59 PAGE NO. 34-15						
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change				
20	Radio Altimeter Systems (Cont'd)				# Bar				
20-01	Receiver/Transmitters (Cont'd)								
20-01-02	(-300/-400/-500)								
20-01-02A		C	2	1	(M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) GPWS operates normally.				
					(Continued)				

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 59 PAGE NO. BOEING B-737 DATE: 02/13/2017 34-16 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION	U.S. DEPARTMENT OF TRA	ANSPORTATION	V		MASTER MINIMUM EQUIPMENT	. I 161			
AIRCRAFT: BOEING B-737 REVISION NO. 59 DATE: 02/13/2017 34-16	FEDERAL AVIATION ADMIN	NISTRATION			WAOTER WIINIWIOW EQUIFIMENT	LIOI			
SYSTEM & SEQUENCE NO. ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4									
SEQUENCE NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4 Change Bar Systems (Cont'd) 20-01 Receiver/Transmitters (Cont'd) 20-01-02 (-300/-400/-500) (Cont'd) A 2 1 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within		MMI	EL T	ABL	LE KEY				
Sequence No. Item 1 2 3 4 Change Bar	SEQUENCE ITEM	1. F	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH						
Sequence No. Item 1 2 3 4 Change Bar 20 Radio Altimeter Systems (Cont'd) 20-01 Receiver/Transmitters (Cont'd) 20-01-02 (-300/-400/-500) (Cont'd) A 2 1 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within	34 NAVIGATION				4. REMARKS OR EXCEPTIONS				
20 Radio Altimeter Systems (Cont'd) 20-01 Receiver/Transmitters (Cont'd) 20-01-02 (-300/-400/-500) (Cont'd) A 2 1 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within		1	2	3	4	Change			
(Cont'd) 20-01-02 (-300/-400/-500) (Cont'd) A 2 1 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within	20 Radio Altimete			-		Bar			
(Cont'd) 20-01-02B A 2 1 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within		smitters							
provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within	`	00)							
(Continued)	20-01-02B		2	1	provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, d) Associated flight director is not used for approach and landing, and e) Repairs are made within 2 flight days.				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTED MINIMA		LICT	
FEDERAL A	VIATION ADMINISTRATIO	ON			ININIINI VA I CAINI	UM EQUIPMENT	LIOI	
AIRCRAFT:	OEING B-737		REVISION NO. 59 PAGE NO. 34-17					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	ΓΙΟΝ							
Sequence No.	Item	1	2	3	4		Change Bar	
20	Radio Altimeter Systems (Cont'd)							
20-01	Receiver/Transmitters (Cont'd)							
20-01-03	(-600/-700/-800/-900/ -900ER)	C	2	1	controlled by the same side as the altimeter (i.e., the director and/or engaged must be radio altitude date.	nums or operating not require its opilot is not used d landing, ot used for anding, and t director is not ch and landing. With one radio rative, the flight utopilot should be e FCC on the ne valid radio ne first flight autopilot to be oe receiving valid		
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO OEING B-737		REVISION NO. 59 PAGE NO.					
	DEING B-737	DATE: 02/13/2017 34-18						
SYSTEM & EQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	ΓΙΟΝ	<u> </u>		<u> </u>	1 4. INEMPARING	SK EXCELLIONS		
Sequence No.	Item	1	2	3	4		Cha B	
20	Radio Altimeter Systems (Cont'd)							
20-02	Indications							
20-02A		С	-	2	operate crew me b) Approac	ative provided: Indent radio altimeters Indent radio a		
20-02B		С	-	0	a) Associa verified b) Approac	inoperative provided: ited receiver/transmitter is to operate normally, and ch minimums or operating ires do not require its		
21 ***	Air Data System (Non Electric Airspeed Indicators (-200)	A	-	0	a) Dispatch associat observe b) All asso in this co MEL, ar	ciated equipment is listed olumn of each operator's nd are made within	1	
22	Alternate Static System (-100/-200)	С	1	0	airspeed and a	ative provided pneumatic litimeters are installed at both pilot stations.		
23 ***	True Airspeed Indication	С	-	0				

AIRCRAFT:	VIATION ADMINISTRATIO		_	_	O. 59 PAGE NO.	
E	30EING B-737				2/13/2017 34-19	
SYSTEM & SEQUENCE NO. 34. NAVIGA	ITEM		REP/	AIR (NUM	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
24	Airspeed Indicators (-300/-400/-500)				Deleted in Revision 50. Moved to 34-1 sub-item 2.	Баг
25	Altitude Alerting System	Α	1	0	 (O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operation (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days. 	I
25-01	Aural Alert	С	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	I
25-02	Visual Alert	С	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	1

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			·-				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIS	δl				
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO.					
В				2/13/2017 34-20						
		_			LE KEY					
SYSTEM &		1. [CATEGORY IBER INSTALLED					
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH							
NO.			4. REMARKS OR EXCEPTIONS							
34. NAVIGAT	ΓΙΟΝ		_	1						
Sequence No.	Item	1	2	3	4 Ch	ange Bar				
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT)									
26-01	Ground Proximity Warning System (GPWS)	A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs and made within 2 flight days. 	I				
26-01-01	Modes 1 thru 4	A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. 	I				
26-01-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	I				
26-01-03	Glideslope Deviation(s) (Mode 5)									
26-01-03A		С	2	1						
26-01-03B		В	2	0						
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B-737				NO. 59 PAGE NO.
В		DAT	E: 0	02/13/2017 34-21	
					LE KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH		
NO.				4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)				
26-01	Ground Proximity Warning System (GPWS) (Cont'd)				
26-01-04	Advisory Callouts				
26-01-04A		В	-	0	(O) May be inoperative provided alternate procedures are established and used.
26-01-04B		С	-	0	 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive)				
26-01-05A		В	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
					(Continued)
		<u> </u>	<u> </u>	<u> </u>	(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MACTE			
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT LIST		
AIRCRAFT:	OEING B-737		REVISION NO. 59 PAGE NO. 34-22					
		MMI	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH					
120007000000000		,			4. REMARKS	OR EXCEPTIONS		
34. NAVIGAT					I.	Change		
Sequence No.	Torrain Augrenage and	1	2	3	4	Bar		
26	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT and ST03362AT) (Cont'd)							
26-01	Ground Proximity Warning System (GPWS) (Cont'd)							
26-01-05 ***	Windshear Warning and Flight Guidance Mode (Reactive) (Cont'd)							
26-01-05B		С	1	0	a) Alterna establi b) Winds Avoida	noperative provided: ate procedures are ished and used, and hear Detection and ance System (Predictive) tes normally.		
26-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0		noperative provided cedures are established		
26-03	Terrain Displays							
26-03A		С	-	1				
26-03B		В	_	0				
					(Continued)			

	VIATION ADMINISTRATIO		// 01:5	<u> </u>	10. 50	DAGENG	
AIRCRAFT:	SOEING B-737	REVISION NO. 59 PAGE NO. 34-23					
		мм	EL T	ABL	E KEY	<u> </u>	
01/07=1/4		_			CATEGORY		
SYSTEM & SEQUENCE	ITEM		2.1	NUN	BER INSTALL	ED	
NO.	I I ⊏IVI			3. 1		UIRED FOR DISPATCH	
000000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS	
34. NAVIGA			l .	l .	1.		Chang
Sequence No.	Item	1	2	3	4		Bar
26	Terrain Awareness and Warning System						
	(TAWS) (Includes						
	STC ST03355AT and						
	ST03362AT) (Cont'd)						
26-03	Terrain Displays						
	(Cont'd)						
26-03-01	Vision One	D	_	0			
***	(STC ST03355AT)						
26-04	Runway Awareness and	С	1	0			
***	Advisory System		-				
	(RAAS)						
27	Long Range Navigation	С	_	0	As required b	v 14 CFR	
***	Systems (INS, Loran,				/ to roquirou b	y 11 0 11tt.	
	Omega)						
28	Performance Data	С	1	0			
***	Computer System		•				
	(PDCS)						
00	0						
29 ***	Speed Command (Fast-Slow) Indicators	С	2	0			
	(-100/-200/-300/-400/						
	-500)						
20	ADI Toot / 400/		2	_			
30 ***	ADI Test (-100/ -200/-300/-400/-500)	С	_	0			
24	,		_	_			
31 ***	Speed Cursor Remote Drive	С	1	0			
	DIIVC						
		ı	1	1	1		

AIRCRAFT:	VIATION ADMINISTRATI BOEING B-737			_	O. 59 PA	AGE NO. 34-24
	70LII (BABAI			E KEY	0121
SYSTEM & SEQUENCE NO.	ITEM		REPA 2. N	RED FOR DISPATCH R EXCEPTIONS		
34. NAVIGA	TION			,		
Sequence No.	Item	1	2	3	4	Char Ba
32	Instrument Transfer Switching System	С	1	0	normally f and b) Inoperativ	erative provided: ed instruments operate from isolated sources, ve switches are not uring flight.
33	Vertical Gyro System (-100/-200)					
33-01	Number 1 and 2	С	2	1	a) Auxiliary normally,	yro switch is selected to
33-02 ***	Auxiliary Gyro	С	1	0		
34	Standby Altimeter Vibrator				Moved to Item 34	4-3 prior to Revision 30.

U.S. DEPAR	RTMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST		
	VIATION ADMINISTRATIO			~	10.00		
AIRCRAFT:	BOEING B-737	KE	EVISION NO. 59 PAGE NO. 34-25				
		ММ			LE KEY		
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGA	TION	1	<u> </u>		4. NEIWANNO ON EXCELLITIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
35	Inertial Reference Systems (IRS) (-300/ -400/-500/-600/-700/ -800/-900/-900ER)	В	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs, b) Flight is restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated. 		
35-01	IRS Data Display (Aft Overhead Panel)	С	1	0	May be inoperative provided one FMCS CDU operates normally.		
35-02	HSI Ground Speed Display (Non-EFIS -300/-400/-500)	С	2	0	May be inoperative provided IRS Data Display operates normally.		
35-03	IRS Ground Crew Call Horn	С	1	0			
36	Flight Management Computer System (FMCS)						
36-01 ***	(-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated.		
					(Continued)		

FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIS	וכ
AIRCRAFT:	OFINO D 727	RE'	_		NO. 59 PAGE NO.	
В	OEING B-737				02/13/2017 34-26	
		_			LE KEY CATEGORY	
SYSTEM &	9232000 2 929	1.1			MBER INSTALLED	
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				250255500	4. REMARKS OR EXCEPTIONS	
34. NAVIGAT	TION					
Sequence No.	Item	1	2	3		nang Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-01	Annunciator Lights/Switches (STC ST6895-AT)	С	9	0	(M) May be inoperative provided FMS is deactivated.	
36-01-01-01	NAV/FMS					
36-01-01-01A		D	2	0	May be inoperative provided FMS is considered inoperative.	
36-01-01-01B		A	2	1	May be inoperative on non-flying pilot's side provided: a) Captain's HDG/NAV light and switch operate normally, and b) Repairs are made within 3 flight days.	I
36-01-01-02	WPT					
36-01-01-02A		С	2	0	May be inoperative provided procedures do not require its use.	
36-01-01-02B		A	2	1	May be inoperative on non-flying pilot's side provided repairs are made within 3 flight days.	I
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPOR	ΓΑΤΙΟΙ	N		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AV	VIATION ADMINISTRATI	ON						
AIRCRAFT:	05INO D 707	RE	REVISION NO. 59 PAGE NO.					
В	OEING B-737				02/13/2017 34-27			
					LE KEY			
SYSTEM &		1. F			CATEGORY IBER INSTALLED			
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				0.1	4. REMARKS OR EXCEPTIONS			
34. NAVIGAT	TION							
Sequence No.	Item	1	2	3	4 Change Bar			
36	Flight Management Computer System (FMCS) (Cont'd)				·			
36-01 ***	(-200 CMA-900 FMS/GPS) (Cont'd)							
36-01-01	Annunciator Lights/Switches (STC ST6895-AT) (Cont'd)							
36-01-01-03	GPS APPR CAP							
36-01-01-03A		С	1	0	May be inoperative provided procedures do not require its use.			
36-01-01-03B		С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).			
36-01-01-04	GPS INT							
36-01-01-04A		С	2	0	May be inoperative provided procedures do not require its use.			
36-01-01-04B		A	2	1	May be inoperative on non-flying pilot's side provided repairs are made within 3 flight days.			
36-01-01-05	OFFSET	С	2	0	May be inoperative provided procedures do not require its use.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	ON			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				_	NO. 59 PAGE NO.
В	BOEING B-737				02/13/2017 34-28
		_			LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)				
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)				
36-01-02	FMU	С	-	1	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
36-01-03	MCDU	С	1	0	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
36-01-04	Navigation Databases	С	-	-	 (O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
36-01-05	DME				
36-01-05A		С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
36-01-05B		С	1	0	May be inoperative provided GPS is operational.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO	IO. 59 PAGE NO.				
В		DAT	E: 0	2/13/2017 34-29		
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH			
34. NAVIGAT	TION .	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4 Cha	
36	Flight Management Computer System (FMCS) (Cont'd)				В	
36-01	(-200 CMA-900 FMS/GPS) (Cont'd)					
36-01-06	GPS					
36-01-06A		С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.	
36-01-06B		С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).	
36-01-07	HSI Switching Unit (STC ST01676AT)					
36-01-07A		С	2	0	May be inoperative provided FMS is considered inoperative.	
36-01-07B		С	2	1		
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)					
36-02-01	FMC Alert Lights					
36-02-01A	· ·	С	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTER I	MINIMUM EQUIPMENT LIST
AIRCRAFT:						AGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	34-30
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1			RED FOR DISPATCH
NO.				33.00	4. REMARKS OF	
34. NAVIGAT	TON					
Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-01	FMC Alert Lights (Cont'd)					
36-02-01B		С	2	0	May be inoperati used for autopilo	ive provided FMC is not ot guidance.
36-02-02	Computer	С	-	1		ive provided it is not t 14 CFR navigation
36-02-02-01	-300/-400/-500	С	-	0	inoperative provi a) IRS displa panel) op b) EFIS spe	perations, may be ided: ay unit (on aft overhead perates normally, and led tapes are not used by airspeed indication.
36-02-02	-600/-700/-800/-900/ -900ER	С	-	0	inoperative provi a) IRS displa panel) op	ay unit (on aft overhead erates normally, and eference Selector
					(Continued)	

U.S. DEPARTME	ENT OF TRANSPORTA	ATIOI	N				_
FEDERAL AVIA	TION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIS	Ι
AIRCRAFT: BOEING B-737					IO. 59 2/13/2017	PAGE NO. 34-31	
						<u> </u>	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR C 2. NUME			ABLE KEY IR CATEGORY IUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH		
NO.					4. REMARKS	OR EXCEPTIONS	
34. NAVIGATION	N						
Sequence No. Item	n	1	2	3	4		ange Bar
Co	ght Management omputer System MCS) (Cont'd)						
-70	800/-400/-500/-600/ 00/-800/-900/-900ER) ont'd)						
36-02-03 CI	DU/MCDU						
36-02-03A		С	-	1		rative provided enroute onot require its use.	
36-02-03B		С	-	0	inoperative pr a) IRS dis panel) b) Unit is	coperations, may be covided: splay unit (on aft overhead operates normally, and not required to meet R navigation requirements.	
					(Continued)		

D'	AIRCRAFT: BOEING B-737				NO. 59 PAGE NO. 34-32
SYSTEM & EQUENCE NO.	ITEM	_			CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
24 NAVICAT	TON				4. REMARKS OR EXCEPTIONS
34. NAVIGAT Sequence No.	Item	1	2	3	4 Ch
36	Flight Management Computer System (FMCS) (Cont'd)	'	2	3	- E
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)				
36-02-04 ***	Alternate Navigation Control Display Unit (ANCDU)				
36-02-04-01	CRT ANCDU (-300/-400/-500)	С	-	0	May be inoperative provided: a) IRS data display (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements. NOTE: Two independent navigation systems are required for operations beyond range of radio navigation aids. Requires dual ANCDU or ANCDU and CDU/Computer or dual CDU/Computers.

U.S. DEPART	MENT OF TRANSPORTA	TIOI	N						
FEDERAL AVI	ATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT L	JIST		
AIRCRAFT:					O. 59	PAGE NO.			
BC	EING B-737		DATE: 02/13/2017 34-33						
					E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALL	FD			
SEQUENCE NO.	ITEM		2. 1			UIRED FOR DISPATCH			
000000000000000000000000000000000000000		,		(19.2) (19.2)	4. REMARKS	OR EXCEPTIONS			
34. NAVIGATI	ON	1	1	ı			0		
•	tem	1	2	3	4		Change Bar		
	Flight Management Computer System (FMCS) (Cont'd)								
	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)								
***	Alternate Navigation Control Display Unit (ANCDU) (Cont'd)								
36-02-04-02	LCD ANCDU (-700IGW)	С	-	0	not required t requirements NOTE: Two i	ndependent navigation			
					systel opera radio dual GPS Recei Altern and E Indica with c Syste	ms are required for ations beyond range of navigation aids. Requires CDU/Computers, or one capable Multimode iver with onside LCD nate Nav CDU (ANCDU) Electronic Standby Attitude ator (ESAI), in conjunction one Inertial Reference em (IRS), and one Computer.			
		1	1	Ī	I				

FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:				_	O. 59	PAGE NO.
В	OEING B-737				2/13/2017	34-34
		_			E KEY CATEGORY	
SYSTEM &	1000000	1. 1			BER INSTALL	ED
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
34. NAVIGAT	TION					
Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)					
36-02-05	Navigation Databases	С	-	-	a) Currei used t prior to b) Proce used t suitab used t c) Appro	ut of currency provided: nt Aeronautical Charts are to verify navigation fixes o dispatch, dures are established and to verify status and ility of navigation facilities to define route of flight, and each navigation radios are ally tuned and identified.
36-02-06	HSI Miles to Waypoint display (Non-EFIS-300/-400/-500)	С	2	0	May be inope do not require	erative provided procedures e its use.
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	С	2	0		erative provided it is not eet 14 CFR navigation
36-03-01	Navigation Computer Unit (NCU)	С	2	0		erative provided it is not eet 14 CFR navigation
					(Continued)	

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO				MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 59	PAGE NO.
В	OEING B-737		DAT	E: 0	2/13/2017	34-35
					E KEY	
SYSTEM &		1. 1			CATEGORY BER INSTALL	ED
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				3.5.5.5		OR EXCEPTIONS
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Change Bar
36	Flight Management Computer System (FMCS) (Cont'd)					
36-03 ***	Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)					
36-03-02	Control Display Unit (CDU) (-300)	С	2	0	inoperative pr a) IRS c overh norm b) Unit i 14 CI	R operations, may be rovided: display unit (on aft nead panel) operates ally, and s not required to meet FR navigation rements.
36-03-03	Global Navigation Satellite System (GNSS)	С	2	0		erative provided all based on ILS/VOR/DME.
36-03-04	Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)	С	2	1	a) Data E flying b) FMC i guidar NOTE: Requi	erative provided: Block operates normally on pilot's ND, and is not used for autopilot nce during approach. ires installation of Universal ics EFI-890 Display, ST03355AT.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	OEING B-737		REVISION NO. 59 PAGE NO. 34-36					
			FL T	ΆΒΙ	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM		REP/	PAIR CATEGORY NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGAT	ΓΙΟΝ							
Sequence No.	Item	1	2	3	4 Change Bar			
36 36-03 ***	Flight Management Computer System (FMCS) (Cont'd) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT) (Cont'd)							
36-03-05	ND Flight Plan Status Block (-300)	С	2	1	May be inoperative on non-flying pilot's ND. NOTE: Requires installation of Universal Avionics EFI-890 Display, STC ST03355AT.			
36-03-06	Navigation Databases	С	-	-	 (O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified. 			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		<u>/ כור</u>) NI N	IO. 59 PAGE NO.	
	BOEING B-737	NE.			2/13/2017 34-37	
		MMI	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Chang Bar
36 36-04 ***	Flight Management Computer System (FMCS) (Cont'd) Innovative Solutions and Support FMS (STCST03272CH) (-400)					
36-04-01	Advanced Navigation – Multipurpose Control Display Unit (AN-MCDU)	С	2	1	One may be inoperative provided offside AN-MCDU is available for manual selection.)
36-04-02	Global Positioning System (GPS)	С	2	0	One or both may be inoperative provided operations and procedures do not require GPS use.	
37 ***	Windshear Warning and Flight Guidance System (Reactive)					
37A		В	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
37B		С	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

ILC DEDAD	TMENT OF TRANSPORT	٨ΤΙΟΙ	NI.						
U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATION								
AIRCRAFT:	OEING B-737	RE	REVISION NO. 59 PAGE NO. 34-38						
		MMI	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
34. NAVIGAT	Item	1	2	3	4 Change				
	Pitch Limit Indication	C	2	0	Bar Bar				
38 ***	(PLI)		2	U					
39	EFIS Speed Tape				Deleted in Revision 50. Moved to 34-1 sub-item.				
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)								
40A		В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 				
40B		С	-	0	 (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. 				
40-01 ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	С	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.				
					(Continued)				

AIRCRAFT	AVIATION ADMINISTRATIC : BOEING B-737				IO. 59 PAGE NO. 34-39
	DUEING D-737				
0)/07514.0		_			.E KEY Category
SYSTEM & SEQUENCE NO.			2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
1268799435550		<u> </u>			4. REMARKS OR EXCEPTIONS
34. NAVIG		Ι.	I .	Ι.	A Cha
Sequence No.		1	2	3	4 Che
40	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT) (Cont'd)				
40-02	Resolution Advisory (RA) Display System(s)				
40-02A		С	2	1	May be inoperative on non-flying pilot side.
40-02B		С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
40-03	Traffic Alert (TA) Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
40-04	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
40-05 ***	Airspace Selection Function	С	-	0	
41 ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	С	1	0	

3. NU 34. NAVIGATION Sequence No. Item	13/2017 34-40 KEY
1. REPAIR CA 2. NUMB 3. NU 34. NAVIGATION 3. NU 42 Radio Magnetic Indicators (RMI) 42-01 (-100/-200) C - 1 42-02 (-300/-400/-500) C - 1 42-03 (-600/-700/-800/-900/ -900ER) 42-03-01 EFIS/Map C 3 1 42-03-02 PFD/ND C 1 0 43 44 Head-Up Display 5 5 44 44 Head-Up Display 5 5 6 60 60 60 60 60	TEGORY
SYSTEM & SEQUENCE NO.	
SEQUENCE NO. Item	:R INSTALLED
34. NAVIGATION Sequence No. Item	MBER REQUIRED FOR DISPATCH
Sequence No. Item	. REMARKS OR EXCEPTIONS
42 Radio Magnetic Indicators (RMI) 42-01 (-100/-200)	. REMARKS ON EXCENTIONS
Indicators (RMI) 42-01 (-100/-200)	Chang Bar
42-02 (-300/-400/-500)	
42-03 (-600/-700/-800/-900/ -900ER) 42-03-01 EFIS/Map C 3 1 42-03-02 PFD/ND C 1 0 *** 43 Radio Height Alert D 2 0 *** 44 Head-Up Display System (HUD) 45 Global Positioning	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).
-900ER) 42-03-01 EFIS/Map C 3 1 42-03-02 PFD/ND C 1 0 *** 43 Radio Height Alert D 2 0 *** 44 Head-Up Display System (HUD) 45 Global Positioning	
42-03-02 PFD/ND	
43 Radio Height Alert 44 Head-Up Display System (HUD) D - 0	wo may be inoperative provided Captain's RMI or Standby RMI operates ormally.
44 Head-Up Display System (HUD) D - 0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.
*** System (HUD) 45 Global Positioning	
45 Global Positioning	May be inoperative provided procedures lo not require its use.
	NOTE: Any mode which operates normally may be used.
	May be inoperative provided alternate procedures are established and used.
	May be inoperative provided procedures lo not require its use.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:					IO. 59	PAGE NO.			
В	OEING B-737				2/13/2017	34-41			
					E KEY				
SYSTEM & SEQUENCE	ITEM	'	1. REPAIR CATEGORY 2. NUMBER INSTALLED						
NO.	ITEM			3. 1		UIRED FOR DISPATCH			
34. NAVIGAT	TION .				4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Change Bar		
46	Microwave Landing System (MLS)	D	-	0		rative provided approach o not require its use.	- Dui		
47 ***	ILS Beam Deviation Lights	С	2	0		rative provided approach not require their use.			
48	EFIS Control Panel								
48-01 ***	Map Switches (-300/-400/-500)								
48-01-01	VOR/ADF	С	2	1					
48-01-02	NAV AID	С	2	1					
48-01-03	ARPT	С	2	1					
48-01-04	RTE DATA	С	2	1					
48-01-05	WPT	С	2	1					
48-02 ***	Decision Height Reference (DH REF) Indication (-300/-400/-500)	С	2	0	a) Appro require b) Decisi	erative provided: ach procedures do not e its use, and ion height is displayed on EADIs.	I		
48-03 ***	Decision Height/Mins Selector (-300/-400/ -500/-600/-700/-800/ -900/-900ER)	С	2	0		erative provided approach o not require its use.			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAGE NO.			
	OEING B-737				2/13/2017 34-42			
					E KEY			
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.				• • •	4. REMARKS OR EXCEPTIONS			
34. NAVIGA	TION		1					
Sequence No.	Item	1	2	3	4	Chan Bar		
48	EFIS Control Panel (Cont'd)							
48-04	Map Switches (-600/ -700/-800/-900/-900ER)							
48-04-01	POS	С	2	1				
48-04-02	STA	С	2	1				
48-04-03	ARPT	С	2	1				
48-04-04	DATA	С	2	1				
48-04-05	WPT	С	2	1				
49	Right IRS DC Power Supply System (-300/ -400/-500/-600/-700/ -800/-900/-900ER)	В	1	0	 (O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach. 			
50	ILS System (-600/-700/ -800/-900/-900ER)				Deleted in Revision 37, relief incorporated into Item 34-17.			
51 ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.	3		

		TMENT OF TRANSPORT		•		MASTER MINIMUM EQUIPMENT LIS	ST
SYSTEM & SEQUENCE NO. ITEM NO. 1		VIATION ADMINISTRATIC		VISIO	ON N	NO. 59 PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM I		BOEING B-737		DAT	E: 0	02/13/2017 34-43	
SYSTEM & SEQUENCE NO. 3. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4							
Sequence No. Item 1 2 3 4	SEQUENCE	ITEM	1. F		NUM	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
Sequence No. Item	34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS	
Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM) Detection/Alerting System (STC SA2018NM) Detection/Alerting System (STC SA2018NM) Detection/Alerting System (STC SA2018NM) Detection/Alerting System Detection and Guidance is considered inoperative. Detection and Guidance is considered inoperative. Nother Surveillance-Broadcast (ADS-B) System Detection and Guidance is considered inoperative. Nother Surveillance-Broadcast (ADS-B) System Detection and Guidance is considered inoperative. Nother Surveillance-Broadcast (ADS-B) System Nother Surveillance-Broadcast (ADS-B) System Detection and Guidance is considered inoperative. Nother Surveillance Broadcast (ADS-B) System Nother Surveillance Broadcast (ADS-B) System Nother Surveillance Broadcast (ADS-B) System Detection and Guidance is considered inoperative provided it is not required by 14 CFR. Nother Surveillance Broadcast (ADS-B) System Nother Surveillance Broadcast (ADS-B) System Nother Surveillance Broadcast (ADS-B) System Detection and Guidance is considered inoperative provided it is not required by 14 CFR. Nother Surveillance Broadcast (ADS-B) System Nother Surveillance Broadcast (ADS-B) System Detection and Guidance is considered inoperative, and Detection and Guidance is considered inoperative, and Nother Surveillance Broadcast (ADS-B) System Detection and Guidance is considered inoperative, and Detection and Surveillance Broadcast (AD			1	2	3		nange Bar
*** Surveillance-Broadcast (ADS-B) System required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment. 53-01 Cockpit Display and Traffic Information (CDTI) display of data from other aircraft systems may be used. 53-02 CDTI Control Panel D - 0 May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to		Management System (PMS) with Windshear Detection/Alerting System	С	-	0	 (O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered 	
Traffic Information (CDTI) display of data from other aircraft systems may be used. 53-02 CDTI Control Panel D - 0 May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to		Surveillance-Broadcast	D	-	0	required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR	
a) Flight ID can be set, and b) Screen display is acceptable to	53-01	Traffic Information	D	-	0	Information (CDTI) display of data from other aircraft systems	
	53-02	CDTI Control Panel	D	-	0	a) Flight ID can be set, andb) Screen display is acceptable to	

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI						
			•		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A IAC	IO. 59 PAGE NO.				
E	11			2/13/2017 34-44					
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. F	1. REPAIR CATEGORY						
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				0	4. REMARKS OR EXCEPTIONS				
34. NAVIGA	TION	1	1	1	100				
Sequence No.	Item	1	2	3	4 Change Bar				
53	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)								
53-03	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.				
53-04	Data Link Receivers	D	-	0					
53-05	ADS-B Applications	D	-	0					
54 ***	Integrated Standby Systems								
54-01	Integrated Standby Flight Display (ISFD)								
54-01-01	Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.				
54-01-02	ILS Indication	D	1	0					
54-01-03	Heading Display	С	1	0					
54-01-04	Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.				
					(Continued)				

FEDERAL A	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	LIO I
AIRCRAFT:	SOEING B-737	RE			NO. 59 PAGE NO. 34-45	
	BOEING D-737	BABAI				
12/01/20/20/20/20/20/20/20/20/20/20/20/20/20/		_			LE KEY CATEGORY	
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED	
NO.	I I ⊏IVI			3.1	NUMBER REQUIRED FOR DISPATCH	
34. NAVIGA	TION	<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
54	Integrated Standby					Ба
***	Systems (Cont'd)					
54-01	Integrated Standby Flight Display (ISFD) (Cont'd)					
54-01-05	Dedicated Battery	С	1	0		
54-02	Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)					
54-02-01	Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
54-02-02	ILS Indication	D	1	0		
54-02-03	Heading Display	С	1	0		
54-02-04	Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.	
54-02-05	Dedicated Battery	С	1	0		
					(Continued)	

	VIATION ADMINISTRATIO		// 016	7117	0.50	
AIRCRAFT:	BOEING B-737	RE			O. 59 PAGE NO. 34-46	
		ММ	EL T	ABL	E KEY	
SYSTEM &	ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Chan
54 ***	Integrated Standby Systems (Cont'd)					
54-03	Electronic Standby Instrument System (ESIS) (STC ST03125NY) (-300/-400/-500 Series)					
54-03-01	Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known forecast over-the-top conditions.	
54-03-02	Heading Display	С	1	0		
54-03-03	VOR/ILS Indications	С	1	0	May be inoperative provided procedures do not require its use.	5
55 ***	Vertical Situation Display (VSD) System (-600/-700/-800/-900/ -900ER)					
55A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
55B		D	1	0	May be inoperative provided procedures do not require its use.	5
56 ***	Global Navigation Satellite Landing System (GLS) (-600/ -700/-800/-900/-900ER)	D	2	-	May be inoperative provided approach minimums do not require its use.	

AIRCRAFT:	OEING B-737	RE			IO. 59 2/13/2017	PAGE NO. 34-47		
	OEING B-737	BABA				34-47		
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGAT	TION				7. INDIVIDATION	OK EXOLI HONO		
Sequence No.	Item	1	2	3	4	C		
57 ***	Enhanced Vision System (EVS) STC ST00039MC	D	-	0	deactivated. NOTE: For the operation of	noperative provided EVS is ne EVS to be considered ative, the EVS Yoke Switch be operative.		
57-01	EVS Window Heat	D	-	0		ng conditions when EVS t is inoperative.		
57-02	Secondary (non-HUD) EVS Display System	D		0		noperative provided o not require its use.		

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В	OEING B-737		DAT	E: 1	0/10/2015 35-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Chang Bar
01	Crew Oxygen System				Deleted prior to Revision 27.	
02	Passenger Service Units (PSUs)	В	-	-	 (M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations. 	
02-01	Automatic Presentation	С	1	0	 (M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300. 	
02-02	Door Latches	В	-	-	 (M) Automatic opening feature of door latch(es) may be inoperative unlatched and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure. 	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 58	PAGE NO.			
В	OEING B-737	DATE: 10/10/2015 35-2							
					E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALL	ED			
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.				0		OR EXCEPTIONS			
35. OXYGEN									
Sequence No.	Item	1	2	3	4	CF			
03	Oxygen Pressure Indicators								
03-01	Flight Deck Crew Oxygen Indicator	С	1	0	alternate pro	noperative provided an cedure is used to verify that ly is above minimum for dispatch.			
03-02 ***	External Service Panel Crew Oxygen Indicator	С	1	0	alternate pro	noperative provided an cedure is used to verify that ly is above minimum for dispatch.			
03-03	Flight Deck Passenger Oxygen Indicator (-100/-200)	С	1	0	alternate pro	noperative provided an cedure is used to verify that ly is above minimum for dispatch.			
03-04	Flight Deck Crew/Passenger Oxygen Indicator (-600/-700/-800, -900/-900ER)	С	1	0	alternate pro	noperative provided an cedure is used to verify that ly is above minimum for dispatch.			
03-05	Overpressure Discharge Indication Disk	С	1	0	(O) May be d	lamaged or missing.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
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В	OEING B-737		DAT	E: 1	0/10/2015 35-3				
					E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
35. OXYGEN									
Sequence No.	Item	1	2	3	4 Change Bar				
04	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.				
05	Passenger Oxygen System								
05A		В	1	0	 (M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of passengers, and f) Passengers are appropriately briefed. 				
05B		С	1	0	May be inoperative for all-cargo configuration.				
05C		В	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.				
06	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.				
07 ***	External Service Panel, Oxygen Fill Station	С	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.				

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	OEING B-737		DATE: 10/10/2015 36-1								
					E KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS								
36. PNEUMATIC											
Sequence No.	Item	1	2	3	4		Chai Ba				
01	Manifold Isolation Shutoff Valve										
01-01	(-100/-200)	С	1	0	 (M) May be inoperation a) Valve remains engine start, a b) Airplane is not known or foreconditions. 	s closed except for and t operated in					
01-02	(-300/-400/-500)	С	1	0	production equinstalled,	Engine controls or uivalent have been closed except for and toperated in					
01-03	(-600/-700/-800/ -900/-900ER)	C	1	0	(M) Except for ER op 120 minutes, may be provided: a) Valve remains engine start, a b) Airplane is not known or foreconditions.	inoperative s closed except for and t operated in					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST
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		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
36. PNEUMA	TIC				1 4. INEMIAINO	ON EXCENTIONS
Sequence No.	Item	1	2	3	4	Change Bar
02	Ground Pneumatic Connector Check Valve					Jul
02A		С	1	0	beyond 120 n inoperative or a) Right p remain starting b) Airplan known conditi	pneumatic manifold ns depressurized after g right engine, ne is not operated in n or forecast icing ions, and le remains at or below
02B		С	1	0	May be inope	erative closed.
03	Precooler Control Valves					
03-01	(-100/-200)	С	2	0	a) Associvalve in engine b) Airplar	ne inoperative provided: iated engine bleed shutoff remains closed after e start, and ne is not operated in n or forecast icing ions.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		U.S. DEPARTMENT OF TRANSPORTATION								
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST								
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.								
В	OEING B-737		DATE: 10/10/2015 36-3										
					E KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS										
36. PNEUMATIC													
Sequence No.	Item	1	2	3	4 Change Bar								
03	Precooler Control Valves (Cont'd)												
03-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)												
03-02A		С	2	0	(O) Except for ER operations beyond 120 minutes, may be inoperative in any position provided: a) Associated engine bleed shutoff valve remains closed, and b) Airplane is not operated in known or forecast icing conditions.								
03-02B		С	2	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative full open provided: a) Airplane is not operated in known or forecast icing conditions, and b) Appropriate performance adjustments are applied.								
04	Pneumatic Pressure Indication Systems	С	2	0	(O) May be inoperative provided alternate procedures are established and used.								
05	Engine Bleed Air Shutoff Valves (PRSOV)												
05-01	(-100/-200)	С	2	0	 (M)(O) May be inoperative provided: a) Valve is secured closed after engine start, and b) Airplane is not operated in known or forecast icing conditions. 								
					(Continued)								

AIRCRAFT:	VIATION ADMINISTRATIO 30EING B-737	REVISION NO. 58 PAGE NO. DATE: 10/10/2015 36-4						
	JOE 1140 B-737	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Chang		
05	Engine Bleed Air Shutoff Valves (PRSOV) (Cont'd)					Bai		
05-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0	 (M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Valve is secured closed before engine start, and b) Airplane is not operated in known or forecast icing conditions. 			
06	Dual Bleed Light System	С	1	0	 (O) May be inoperative provided: a) APU bleed air is not used in flight, and b) APU bleed valve is closed before each departure. 			
07	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	С	2	0	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.			
08	Engine Bleed Trip Off Lights	С	2	0	 (O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions. 			
09	High Stage Valves (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M) One may be inoperative locked closed provided a minimum of 60% N1 is maintained on associated engine during flight in icing conditions.			

U.S. DEPARTMENT OF TRANSPORTA	ATIOI	N		MACTED MUNIMALINA EQUIDMENT LICT				
FEDERAL AVIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT: BOEING B-737		REVISION NO. 59 PAGE NO. 38-1						
	MMEL TABLE KEY							
SYSTEM & SEQUENCE ITEM NO.	1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
38. WATER/WASTE				4. REMARKS OR EXCEPTIONS				
Sequence No. Item	1	2	3	4 Change Bar				
01 Potable Water Systems				· Bar				
01A	С	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used. 				
01B	С	-	-	(M) May be inoperative provided:a) System is drained, andb) Procedures are established to ensure that system is not serviced.				
02 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)								
02A	C	-	-	 (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used. 				
	1			(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO 30EING B-737	REVISION NO. 59 DATE: 02/13/2017				PAGE NO.		
	DOLING B-131	BABAI	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
38. WATER/		ı		1		10		
Sequence No.	Item	1	2	3	4	(
02	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories) (Cont'd)							
02B		С	-	-	be inoperative a) Associon deaction leaks, b) Pilot-in if fligh with a and c) Associon secure "INOPENTE" NOTE: These intending in the properties of the pro	ciated components are ivated or isolated to prevent in-Command will determine it duration is acceptable forward lavatory unusable, ciated lavatory door(s) is ed closed and placarded PERATIVE – DO NOT		
02-01	Vacuum Blower (-600/ -700/-800/-900/-900ER)	С	1	0	a) Vacuu b) Lavato ground	be inoperative provided: Jum blower is deactivated. Jories are not used on the Jum do not not used on the Jum do not used on the Jum do not not used on the Jum do not u		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIO	N					
	VIATION ADMINISTRATIC				MASTER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	IO. 58 PAGE NO.			
E	BOEING B-737		DATE: 10/10/2015 46-1					
		MM	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
46. INFORM	ATION SYSTEMS				III NEIW III NO ON EXCELLIBRIO			
Sequence No.	Item	1	2	3	4	Change Bar		
01 ***	Electronic Flight Bag (EFB) System							
01-01	Class 3 EFBs (Including Boeing)							
01-01A		С	-	1				
01-01B		С	-	-	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any function, program, or document which operates normally may be used.	I		
01-01C		D	-	0	May be inoperative provided procedures do not require its use.			
01-02	(STC ST03165AT Only)							
01-02A		D	2	0	(M) May be inoperative provided procedures do not require its use.			
01-02B		С	2	0	(M)(O) May be inoperative provided alternate procedures are established and used.			
01-02-01	Mounting Cradle	С	2	1	(M)(O) May be inoperative provided alternate procedures are established and used.			
01-02-02	Liquid Crystal Display	С	2	1	One may be inoperative provided alternate source for required information is available and used.			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
					MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 58 PAGE NO.						
В	OEING B-737		DATE: 10/10/2015 46-2						
					E KEY				
SYSTEM &		1. F			CATEGORY BER INSTALLED				
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				-544	4. REMARKS OR EXCEPTIONS				
46. INFORMATION SYSTEMS									
Sequence No.	Item	1	2	3	4	Change Bar			
01 ***	Electronic Flight Bag (EFB) System (Cont'd)								
01-02	(STC ST03165AT Only) (Cont'd)								
01-02-03	Control Panel Module/ Peripheral Connectivity Unit	С	2	1	One may be inoperative provided alternate source for required information is available and used.				
01-02-03-01	ON/OFF Switch	С	2	1	One may be inoperative in ON position provided: a) EFB Battery charging system operates normally, and b) Normal power to unit is available and operates normally.				
01-02-04	Computer Processing Unit (CPU)	С	2	1	One may be inoperative provided alternate source for required information is available and used.				
01-02-04-01	Backup Battery	С	2	1	One may be inoperative provided normal power is available and operates normally.				
01-02-05	Standby Button								
01-02-05A	•	С	2	0	May be incorporative in energtional made				
01-02-03A		C	_	U	May be inoperative in operational mode.				
01-02-05B		С	2	0	May be inoperative in Standby mode provided display is considered inoperative.				
					(Continued)				

	VIATION ADMINISTRATIO								
AIRCRAFT:	SOEING B-737	REVISION NO. 58 DATE: 10/10/2015				PAGE NO. 46-3			
	DOLING B-737	BABA	40-3						
Particological Company (Section Company)			MMEL TABLE KEY 1. REPAIR CATEGORY						
SYSTEM & SEQUENCE	ITEM		2. NUMBER INSTALLED						
NO.	I I CIVI			3.1		JIRED FOR DISPATCH			
46 INFORM	ATION SYSTEMS	,			4. REMARKS	OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Change		
01	Electronic Flight Bag (EFB) System (Cont'd)						Bar		
01-03	Stowage/Charger Assembly (STC ST01118CH Only)								
01-03-01	Class 1 EFB with All Battery Types	D	1	0	May be inoper do not require	rative provided procedures its use.	I		
01-03-02	Class 1 EFB with Lithium Ion Battery	С	1	0		e inoperative provided edures are established			
					alterna insure "suffici	ass 1 EFB is to be used, ate procedures must the battery is charged to a iently charged" state at priate time intervals.			
01-04	Data Connectivity (Class 2)								
01-04A		С	-	-		operative provided edures are established			
01-04B		D	-	0	May be inoper do not require	rative provided procedures its use.			
					(Continued)				

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST									
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:		REVISION NO. 58				PAGE NO.			
В	OEING B-737		DAT	E: 1	0/10/2015	46-4			
-					E KEY				
SYSTEM &		1. F			IR CATEGORY UMBER INSTALLED				
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH			
NO.						OR EXCEPTIONS			
46. INFORMA	ATION SYSTEMS								
Sequence No.	Item	1	2	3	4	Change Bar			
01 ***	Electronic Flight Bag (EFB) System (Cont'd)								
01-05	Power Connection (Class 1 and 2)								
01-05A		С	-	-		operative provided sedures are established			
01-05B		D	-	-	May be inope do not require	rative provided procedures e its use.			
01-06	Mounting Device (Class 2)								
01-06A		С	-	-	a) Assoc secure or rem b) Alterna	e inoperative provided: iated EFB and hardware is ed by an alternate means noved from the aircraft, and ate procedures are ished and used.			
01-06B		D	-	-	a) Assoc secure or rem	e inoperative provided: iated EFB and hardware is ed by an alternate means noved from the aircraft, and dures do not require its			
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 58 PAGE NO.			
В	OEING B-737		DAT	E: 10	0/10/2015 46-5			
					E KEY			
SYSTEM & SEQUENCE	ITEM	1. F		PAIR CATEGORY NUMBER INSTALLED				
NO.		3. NUMBER REQUIRED FOR DISPATCH						
46 INFORM	ATION SYSTEMS	<u> </u>	<u></u>		4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Char		
01 ***	Electronic Flight Bag (EFB) System (Cont'd)							
01-07	(STC ST02949CH Only							
01-07A		С	2	1				
01-07B		С	2	0	(O) May be inoperative provided alternate procedures are established and used.			
01-07C		D	2	0	May be inoperative provided procedures do not require its use.			
					NOTE: Any function, program, or document which operates normally may be used.	I		
01-07-01	Interface Unit	С	1	0	(O) May be inoperative provided an alternate source for required information is available and used.			
02 ***	Onboard Network System (ONS) (-700/ -800/-900/-900ER)							
02A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any function that operates normally may be used.			
02B		D	1	0	May be inoperative provided procedures do not require its use.			

AIRCRAFT:	VIATION ADMINISTRATIC 3OEING B-737				IO. 55a 2/13/2012	PAGE NO. 47-1	
	7021110 2 707	BABAI			E KEY	1, 1	
SYSTEM & SEQUENCE NO.	ITEM AS SYSTEM	_	REP/	AIR (NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
01	Nitrogen Generation System (NGS) (All Models)		_				Bar
01	All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent)	A	1	0	a) NGS s closed b) Repai	noperative provided: shutoff valve is deactivated d, and rs are made within ht days.	I
01-01	Nitrogen Generation Degraded	С	1	0			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 58 PAGE NO.		
В	BOEING B-737	DATE: 10/10/2015 49-1					
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
	NE AUXILIARY POWER	T .	1 .			Chan	
Sequence No.	Item	1	2	3	4	Chang Bar	
01	Auxiliary Power Unit (APU)	С	1	0	Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Perform a visual inspection of the tail cone area and the adjacent control surfaces to confirm that there is no evidence of heat damage or delamination.	I	
02	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	С	2	0	May be inoperative provided APU Auto Shutdown System operates normally.		
03	APU Auto Shutdown System (-100/-200/ -300/-400/-500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally, and c) APU is monitored continuously. 		
04	APU Annunciator LOW OIL QUANTITY/MAINT Light	С	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.		

U.S. DEPAR	TMENT OF TRANSPORT	TATIO	N						
			-		MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	IO. 58 PAGE NO.				
	BOEING B-737		DATE: 10/10/2015 49-2						
			MMEL TABLE KEY						
SYSTEM &		1. F	_		CATEGORY				
SEQUENCE	ITEM		2. NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH				
NO.			4. REMARKS OR EXCEPTIONS						
49. AIRBOR	NE AUXILIARY POWER				'				
Sequence No.	Item	1	2	3	4	Change Bar			
05	APU EGT Indicator								
05-01	Model GTCP85-129	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power and for starting one engine only, and c) Passengers are not permitted on board until APU has been shut down. 	1			
05-02	Model GTCP36-280, APS-2000, and AS 131-9B	С	1	0					
06	APU Inlet Door								
06A		С	1	0	(O) May be inoperative open.				
06B		С	1	0	(O) Except for ER operations, may be inoperative in any other position if APU is not used.				
07	APU Bleed Air Valve								
07A		С	1	0	(M) May be inoperative closed.				
					NOTE: APU may be used to provide electrical power.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MAGTE		_
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT LIS	I
AIRCRAFT:	OEING B-737				IO. 58 0/10/2015	PAGE NO. 49-3	
		мм	FI T	ΔΒΙ	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (UIRED FOR DISPATCH		
000000000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS	
	NE AUXILIARY POWER			1	1	low	
Sequence No.	Item	1	2	3	4		ange ar
07	APU Bleed Air Valve (Cont'd)						ļ
07B		С	1	0	inoperative pr a) APU b operat	r ER operations, may be rovided: bleed air check valve tes normally, and so not operated.	
08	APU DC Fuel Boost Pump	D	1	0			
09	APU Surge Control System						
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/ -200/-300/-400/-500)						
09-01A		С	1	0		rative in open position I bleed air is not used for n ground.	
					modifi ST00	also applies to airplanes ied by STC SA5730NM or 131SE provided APU is not ting during approach.	
					(Continued)		

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u>	א ואכ	NO. 58 PAGE NO.	
	SOEING B-737	NE			0/10/2015 PAGE NO. 49-4	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
49. AIRBOR	NE AUXILIARY POWER				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3		hange Bar
09	APU Surge Control System (Cont'd)					
09-01 ***	Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/ -200/-300/-400/-500) (Cont'd)					
09-01B		С	1	0	May be inoperative in closed position provided APU operation is limited to FL 250 or below.	
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.	
09-02	Surge Control Valve (Model AS 131-9B) (-600/-700/-800/-900/ -900ER)					
09-02A		С	1	0	May be inoperative in open position provided APU bleed air is not used.	
					NOTE: APU may be used to provide electrical power.	
09-02B		С	1	0	(O) Except for ER operations, may be inoperative in closed position provided APU is not used.	
10 ***	APU Cockpit Hourmeter (-100/-200/-300/-400/ -500)	D	1	0		

	AVIATION ADMINISTRATIO						
AIRCRAFT:	BOEING B-737	REVISION NO. 58 DATE: 10/10/20 ²					
	DUEING D-737						
		_			E KEY CATEGORY		
SYSTEM &	10222-177	1. 1			BER INSTALLED		
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH		
NO.		4. REMARKS OR EXCEPTIONS					
49. AIRBOR	NE AUXILIARY POWER						
Sequence No.	Item	1	2	3	4	Change Bar	
11 ***	APU Start Counter Meter (-100/-200/-300/ -400/-500)	D	1	0			
12	APU Annunciator HIGH OIL TEMP/FAULT Light	С	1	0			
13 ***	APU Fuel Heater (-100/ -200/-300/-400/-500)	С	1	0	(M) May be inoperative provided APU operates normally.		
14 ***	APU Flap Indicator Interlock System (-100/-200 Modified by STC SA5730NM or ST00131SE)						
14A		С	1	0	 (O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach. 		
14B		С	1	0	(O) May be inoperative provided APU is not operating during approach.		
15	Start Power Unit (-600/ -700/-800/-900/-900ER)	С	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.		
15-01	AC/DC Start Systems	С	2	1			
16	Start Converter Unit (-600/-700/-800/-900/ -900ER)	С	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.		
16-01	Voltage Regulator Function	С	1	0	Except for ER operations, may be inoperative provided APU generator is not used for electrical power.		
					NOTE: APU may be used as a pneumatic source.		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MA OTER MINIMUM FOLURATION					
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	OEING B-737	_	REVISION NO. 59 PAGE NO. 52-1							
		MMEL TABLE KEY								
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS			4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4 Change					
01	Forward Air Stair	D	1	0	NOTE: Any mode that operates					
***				U	normally may be used.					
02 ***	Aft Air Stair (-100/-200)									
02A		С	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.					
02B		D	1	0	May be inoperative in all-cargo configuration only.					
03	Door Warning Light System									
03-01	Entry/Service/Cargo/ Equipment/Airstair	С	-	0	(M) May be inoperative provided associated door is verified closed and locked before each departure.					
					NOTE: On -600/-700/-800/-900/-900ER, if two or more entry/service door warning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to Item 52-15.					
					(Continued)					
		1	I	l	1 ()					

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	DOLINO D-131	BABAI	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
52. DOORS								
Sequence No.	Item	1	2	3	4	Chan Bai		
03	Door Warning Light System (Cont'd)							
03-02	Overwing (-600/-700/ -800/-900/-900ER)	С	-	0	 (M) May be inoperative provided: a) Associated door is verified closed and latched before each departure, and b) Associated flight lock is verified to operate normally. 			
03-03	Cabin Door Indication System (-800EF STC ST02000NY Only)	С	1	0	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing: a) Entry Area/Main Lounge is Open, b) Private Bedroom is Closed, c) Guest Lavatory is Closed, and d) Aft Lounge/Galley is Open.			
03-04 ***	Mid-Exit (-900ER)	С	1	0	(M) May be inoperative provided associated door is verified closed and latched before each departure.			
04 ***	Tire Burst Screen Warning Light System (-100/-200/-300)	С	1	0	 (M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment are secured and locked, and main wheel well screen is secured and undamaged before each departure. 			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST					
FEDERAL A	VIATION ADMINISTRATIO	N_			WING LET WINNING WIE GOT WENT LIGH					
AIRCRAFT:	OEING B-737	RE'			NO. 59 PAGE NO. 52-3					
		MMI	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS	52. DOORS									
Sequence No.	Item	1	2	3	4 Change Bar					
05 05-01	Left Main Cabin Door Pressure Stop Fittings Aft Airstair Door and									
00 01	Forward Entry Door									
05-01A		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used. 					
05-01B		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used. 					
					(Continued)					

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	BUEING B-737								
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
200000000000000000000000000000000000000		1	4. REMARKS OR EXCEPTIONS						
52. DOORS	1					1 Change			
Sequence No.	Item	1	2	3	4	Chang Bar			
05	Left Main Cabin Door Pressure Stop Fittings (Cont'd)								
05-02	Aft Door Without Airstairs								
05-02A		В	-	-	missing provid a) There other fi b) Pressu exceed c) Analog system	er door may be broken or ded: are no visible defects on ittings for associated door, are differential does not d 3.4 psi, and g cabin pressure control in standby control mode es normally and STBY is			
05-02B		В	-	-	missing provid a) There other fi b) Pressu exceed c) Digital system mode d d) Alterna	er door may be broken or ded: are no visible defects on ittings for associated door, are differential does not did 3.4 psi, cabin pressure control on AUTO or ALTN control operates normally, and ate procedures are shed and used.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT	LIST			
	VIATION ADMINISTRATIO								
AIRCRAFT:	OEING B-737	RE'	REVISION NO. 59 PAGE NO. 52-5						
		MM	MEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
52. DOORS					,				
Sequence No.	Item	1	2	3	4	Change Bar			
06	Lower Cargo Doors Pressure Stop Fittings								
06-01	(All Models)	A	24	22	on each door or frame provided: a) No defects are visible on other fittings for associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected within 25 flights, and d) Not more than 50 flights are made before completion of repairs or replacements.				
06-02	(-100/-200/-300/-400/ -500/-900/-900ER)	С	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.				
06-03	(-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their production equivalents)	С	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.				
					(Continued)				

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E	BOEING B-737				2/13/2017	52-6		
		MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED UIRED FOR DISPATCH OR EXCEPTIONS		
52. DOORS		1	ı	ı			Lai	
Sequence No.	Item	1	2	3	4		Change Bar	
06	Lower Cargo Doors Pressure Stop Fittings (Cont'd)							
06-04	(-600/-700/-800 all passenger configuration upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	24	20	on each door a) Flight unpre b) Proce used t cargo empty only e equip be loa Away NOTE: Opera	nay be broken or missing or frame provided: is conducted in an ssurized configuration, and dures are established and to ensure lower forward compartment remains or is verified to contain mpty cargo handling ment, ballast (ballast may aded in ULDs), and/or Fly Kits.	I	
07	Entry/Service Door Hold-Open Latch Assemblies	С	-	0	inclus which ballas	ion in Fly Away Kits and materials can be used as	I	
07-01	Latch Release Lever	С	-	0				

AIRCRAFT:	VIATION ADMINISTRATION OF STREET OF				IO. 59 2/13/2017	PAGE NO. 52-7
	000000000000000000000000000000000000000	ММ			E KEY	02 1
YSTEM & EQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
52. DOORS						
Sequence No.	Item	1	2	3	4	
08 *** 08A	Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)	С	1	0	a) Door I in lock b) Door i	noperative provided: lock solenoid is deactivated ked position, and is verified to lock and k manually.
08B		С	1	0	supplemental	erative provided I flight deck door security alled and operates
08C		D	1	0		erative provided all-cargo e being conducted.
09	Lower Cargo Doors Door Balance Mechanism	С	2	0		noperative provided a pen device is used when en position.

	00EINO D 707	KE			IO. 59	PAGE NO.	
	BOEING B-737				2/13/2017	52-8	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
52. DOORS		•					
Sequence No.	Item	1	2	3	4		Change Bar
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)						
10-01	Latch Pin, Latch Base and Lower Jamb Latch Fitting	A	8	7	from main ca a) A visu depar are vis pins, o b) Latch dama with c remai c) Flight unpre d) Proce used t lobe o empty only e equip be loa Away e) Repai 2 flight NOTE: Opera which inclus	nay be broken or missing rgo door provided: all check is made before ture to ensure no defects sible on other latch bases, or lower jamb latch fittings, pin and latch base of ged latch does not interfere ontinuous safe operation of ning latches and pins, is conducted in an ssurized configuration, dures are established and to ensure main and lower rargo compartments remain or are verified to contain empty cargo handling ment, ballast (ballast may aded in ULDs), and/or Fly Kits, and rs are made within at days. Sator MELs must define items are approved for sion in Fly Away Kits and materials can be used as st.	

Cabin Cargo Door CO Aeroplex, Inc. SA2969SO) 'd) aulic Cylinder ing Mechanism		EL T	ABL AIR (D2/13/2017 52-9 LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
Cabin Cargo Door ICO Aeroplex, Inc. SA2969SO) 'd)	1. F	2. N	AIR (NUM 3. N	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
Cabin Cargo Door ICO Aeroplex, Inc. SA2969SO) 'd)	1	2. 1	3. N	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
CO Aeroplex, Inc. SA2969SO) 'd) ullic Cylinder			3	
CO Aeroplex, Inc. SA2969SO) 'd) ullic Cylinder			3	4 C
CO Aeroplex, Inc. SA2969SO) 'd) ullic Cylinder				
	В	2		
	В	2		
	ı		1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.
	С	2	0	(M) May be inoperative provided door may be latched and unlatched manually.
ulic System ol Valve	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
ndition Actuator Moly	В	2	0	(M) May be inoperative provided door is verified latched and locked.
le Piloted Check	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
Lock Mount and ng Fittings	A	2	1	 (M)(O) One may be inoperative provided: a) No defects are visible on remaining lock or lock mount of associated door, and b) Repairs are made within 2 flight days.
ence Valves	В	2	0	(M) May be inoperative provided door is verified latched and locked.
	ence Valves	ence Valves B	ence Valves B 2	ence Valves B 2 0

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 59	PAGE NO.
	OEING B-737				2/13/2017	52-10
		_			E KEY	
SYSTEM &	ITEM	1. F		MUN	CATEGORY BER INSTALL	
NO.	TT CIVI			3.1		UIRED FOR DISPATCH OR EXCEPTIONS
52. DOORS		<u>, </u>	,	'		
Sequence No.	Item	1	2	3	4	
10	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd)					
10-08	Priority Valve	В	1	0		noperative provided door is ed and locked.
10-09	Hydraulic Lock Actuators	С	2	0		noperative provided door ked and unlatched
11	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	С	1	0		noperative provided door is ed, and locked before each
12	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC, and COMBI models only)	С	1	0	(M) May be in	noperative.
13	Main Cargo Door Lift/Operating Systems					
13-01	Electric and/or Manual Mode (-200C and STC SA2969SO)					
13-01A		С	-	1		inoperative provided ode operates normally.

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 59 PAGE NO.	
	BOEING B-737				2/13/2017 52-11	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
52. DOORS		<u> </u>			4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
13	Main Cargo Door Lift/Operating Systems (Cont'd)					В
13-01	Electric and/or Manual Mode (-200C and STC SA2969SO) (Cont'd)					
13-01B		С	-	0	(M) May be inoperative provided door is verified closed and locked before each departure.	
13-02	Electric Mode (-700C)	С	1	0	(M) May be inoperative provided manual mode is verified to operate normally.	
13-03	Hydroelectric and/or Manual Mode (STCs ST01566LA, ST00287AT, ST01827LA, and ST01961SE)	С	2	1	One may be inoperative provided remaining mode operates normally.	
13-03-01	(STCs ST01566LA and ST01961SE)	С	2	0	(M) May be inoperative provided door is verified closed, latched, and locked before each departure.	
14 ***	Lower Cargo Doors Hold Open Mechanism/Device					
14A		С	2	0	May be inoperative provided Door Balance Mechanism operates normally.	
14B		С	2	0	May be inoperative provided cargo compartment remains empty.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	05N0 B 707	RE'			NO. 59 PAGE NO.
В	OEING B-737				02/13/2017 52-12
					LE KEY CATEGORY
SYSTEM &		1. 1			MBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
2010/1000/1000					4. REMARKS OR EXCEPTIONS
52. DOORS	T.,	1 .	T .	1 _	Changi
Sequence No.	Item	1	2	3	4 Chang
15	Flight Lock System				
15-01	Overwing Exit (-600/ -700/-800/-900/-900ER)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.
15-02 ***	Mid Exit (-900ER)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.
16	Main Cabin Exit/Slide (All Cargo Configuration)				
16A		С	-	0	All doors/slides in cargo area except L1/R1 may be inoperative or slide missing without restriction.
16B		В	-	1	L1 may be inoperative or slide missing provided R1 operates normally.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MARCHED MINIMUM EQUIDMENT LIGH
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B-737	RE\			NO. 59 PAGE NO. 52-13
		MMI	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS				<u> </u>	4. REMARKO OK EXCEL HORO
Sequence No.	Item	1	2	3	4 Change Bar
16	Main Cabin Exit/Slide (All Cargo Configuration) (Cont'd)				
16C		В	-	1	R1 may be inoperative or slide missing provided L1 operates normally.
16D		В	-	0	May be inoperative or slide missing provided: a) Only essential crew members, including official observer(s) in observer seat(s), are allowed on the flight, and b) An alternate means of egress is available.
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking door using dead bolt.
17-01	Flight Deck Access Panel System (Keypad, Door Chime)	С	1	0	(M)(O) May be inoperative provided:a) Keypad is deactivated, andb) Alternate procedures are established and used.
17-01-01	LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI							
			•		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N NC	IO. 59 PAGE NO.					
	OEING B-737	116			2/13/2017 52-14					
		MMI	MMEL TABLE KEY							
SYSTEM &		1. F	REP/	AIR (CATEGORY					
SEQUENCE	ITEM		2.1		BER INSTALLED					
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
52. DOORS					14. NEMARKO OK EXCEL HONG					
Sequence No.	Item	1	2	3	4 Change Bar					
17	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)									
17-01	Flight Deck Access Panel System (Keypad, Door Chime) (Cont'd)									
17-01-02 ***	Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.					
17-01-03	Switch Guard	С	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.					
17-02	Flight Deck Door LOCK FAIL Light	С	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.					
17-03	Flight Deck Door AUTO UNLK Light	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally. 					
17-04	Fight Deck Door Lock Control Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used. 					
					(Continued)					

IIS DEPAR	TMENT OF TRANSPORTA	TIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO		//СТ	201.01	O. 59 PAGE NO.
AIRCRAFT:	OEING B-737	KE			O. 59 PAGE NO. 52-15
		ММІ	EL T	ABL	E KEY
SYSTEM & SEQUENCE	ITEM	1. F		NUM	CATEGORY BER INSTALLED
NO.				3. N	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS		1		1	
Sequence No.	Item	1	2	3	4 Change Bar
17 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				
17-05	Flight Deck Door Pressure Relief Panels				Item moved to 52-20, Revision 46.
18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided automatic lock controls operate normally.
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin.
19-01	Door Automatic Locking Solenoid	С	2	1	(M) One may be inoperative provided remaining locking solenoid operates normally.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		144.0TED 1415144114 FOLUDIAFNIT LIGT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OEING B-737				O. 59 PAGE NO. 2/13/2017 52-16
		мм			E KEY
SYSTEM &					CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3. 1	IUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
19	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				Dal
19-02	Door Warning System				
19-02-01 ***	Speakers	С	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
19-02-02 ***	LED (Green Indicator Light)	С	2	0	
19-02-03 ***	Aural Warning System	С	1	0	 (M)(O) May be inoperative provided: a) AUTO UNLK Light is verified to operate normally, and b) Alternate procedures are established and used.
19-03	Door Control Panel				
19-03-01	Door LOCK FAIL Light	С	1	0	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.
					(Continued)

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 59 PAGE NO.
В	OEING B-737		DAT	E: 0	02/13/2017 52-17
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				3322333	4. REMARKS OR EXCEPTIONS
52. DOORS		ı	1	ı	le
Sequence No.	Item	1	2	3	4 Change Bar
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				
19-03	Door Control Panel (Cont'd)				
19-03-02 ***	Door AUTO UNLK Light	С	1	0	 (M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified to operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.
19-03-03 ***	Door HARD LOCK Light	С	1	0	 (M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.
19-03-04	Door UNLKD Switch/UNLK Switch Position	С	1	0	 (M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO OEING B-737				IO. 59 PAGE NO. 52-18
В	OEING B-737				
					.E KEY Category
SYSTEM &		1.1			BER INSTALLED
SEQUENCE	ITEM		'		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Cha
19 ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)				
19-03	Door Control Panel (Cont'd)				
19-03-05 ***	Door UNLKD Light	С	1	0	 (M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.
19-03-06	Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.
19-03-07	Door OPEN Light	С	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.
19-04	FLIGHT DECK DOOR Warning/Caution Light	С	1	0	
19-05 ***	Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
19-05-01	Keypad Indicator Lights	С	3	0	 (M)(O) May be inoperative provided: a) Keypad is verified to operate normally, and b) Alternate procedures are established and used.

	TMENT OF TRANSPORTA		N		MASTER I	MINIMUM EQUIPMENT	LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 59 P	AGE NO.	
	OEING B-737	11		_	2/13/2017	52-19	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV	CATEGORY BER INSTALLED IUMBER REQUIF	RED FOR DISPATCH	
		, ,			4. REMARKS O	R EXCEPTIONS	
52. DOORS	T.,	T .	l .				Change
Sequence No.	Item	1	2	3	4		Bar
20	Flight Deck Door Pressure Relief Panels						
20-01 ***	JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	A	3	0	May be inoperati provided repairs 2 flight days.	ive in latched position are made within	1
20-02 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	A	2	0	and	re in latched position, are made within	1
21 ***	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperate normally	ystem is verified to	
22 ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0			
23 ***	Flight Deck Door Viewing Port						
23A		A	1	0	establish	procedures are ed and used, and are made within	l I
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				IO. 59 2/13/2017	PAGE NO. 52-20
	DUEING D-737					52-20
					E KEY CATEGORY	
SYSTEM &		'. '			BER INSTALLI	ED.
EQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						OR EXCEPTIONS
52. DOORS					<u>'</u>	
Sequence No.	Item	1	2	3	4	CI
23 ***	Flight Deck Door Viewing Port (Cont'd)					
23B		С	1	0	a) An ele visual installe and b) Altern	action provided: ectronic flight deck door surveillance system is ed and operates normally, ate procedures are ished and used.
23-01	All Cargo Configuration					
23-01A		С	1	0		rative provided numerary compartment ty.
23-01B		D	1	0	May be inope do not require	rative provided procedures e its use.
24	Main Cabin Cargo Door Vent Door					
24-01	All Cargo Configuration (STC ST01827LA)	С	2	1		ve Vent Door must be closed before dispatch.

AIRCRAFT:	VIATION ADMINISTRATIO BOEING B-737				O. 58 PAGE NO. 73-1	
	OCING B-737	ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
73. ENGINE Sequence No.	AND FUEL CONTROL	1	2	3	4	Chang
01	Fuel Heater Timers (-100/-200)	С	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.	Bar
02	Fuel Heater Valves (-100/-200)	С	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).	
03	Fuel Heater VALVE OPEN Lights (-100/-200)					
03A		С	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.	
03B		С	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).	
04	Fuel Filter Differential Pressure Warning Systems					
04-01	(-100/-200)	С	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.	
04-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.	
05	Fuel Flow Indication Systems	С	2	1	One may be inoperative provided: a) N1, N2 for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.	

AIRCRAFT:	AVIATION ADMINISTRATIO BOEING B-737			_	O. 58 PAGE NO. 73-2	
	SOCIIVO B 707	ММ			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	AND FUEL CONTROL					Chann
Sequence No.	Item	1	2	3	4	Chang Bar
06 ***	Fuel Used Indicators	С	2	0		
07	Power Management Control (PMC) Systems (-300/-400/-500)	С	2	0	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	I
08	Power Management Control (PMC) INOP Lights (-300/-400/-500)	С	2	0	(O) May be inoperative provided: a) Both PMCs remain OFF, and b) AFM Appendix performance adjustments are applied.	I
09	Low Idle Altitude Switch (-400)				Deleted in Revision 30.	
10	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/-900/ -900ER)	С	2	0	(M) May be inoperative provided associated valve is verified to operate normally.	
11	Electronic Engine Control (EEC) (-600/ -700/-800/-900/-900ER)					
11-01	Normal (ON) Mode	С	2	0	 (O) May be inoperative provided: a) Both engines are operated in ALTERNATE mode, b) Strut/Wing leading edge over-braided wire bundles are installed per Boeing Service Bulletin or production equivalent, and c) Applicable AFM performance adjustments are applied. 	
12	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/-900/ -900ER)	A	4	3	(M) May be inoperative deactivated provided repairs are made in accordance with the times established in Boeing Maintenance Planning Data document, D626A001, Section 1, Items 73-020-01 and 73-020-02.	

U.S. DEPART	TMENT OF TRANSPORTA	ATIOI	N							
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT L	₋IST			
AIRCRAFT:					IO. 58	PAGE NO.				
В	OEING B-737				0/10/2015	74-1				
			MMEL TABLE KEY 1. REPAIR CATEGORY							
SYSTEM &	602076-04900	1. [BER INSTALL	FD				
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH				
32.57865-5.578		ļ., ,			4. REMARKS	OR EXCEPTIONS				
74. IGNITION		<u> </u>	Ι.		1.		Change			
Sequence No.	Item	1	2	3	4		Bar			
01	Ignition Systems									
01-01	(-100/-200)									
01-01-01	High Energy System (Twin 20 Joule)	С	4	2		R operations, left igniter erative on each engine.				
01-01-02	Low Energy System (4 Joule)	С	2	0	switching is a	noperative provided vailable to permit selection high energy system for nition.				
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)									
01-02-01	Left Ignition Systems									
01-02-01A		В	2	1	a) Ignitio BOTH	noperative provided: n Select Switch remains in I position, and ignition systems operate ally.				
01-02-01B		С	2	0	inoperative pr a) Ignitio BOTH b) Assoc	r ER operations, may be rovided: In Select Switch remains in I position, and stated engine right ignition in operates normally.				
					(Continued)					

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MACTED MINIMUM EQUIDMENT LICT
FEDERAL A	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	OCINO D 727	RE\			NO. 58 PAGE NO.
В	SOEING B-737				0/10/2015 74-2
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
74. IGNITION		T .	Ι.	Ι .	Change
Sequence No.	Item	1	2	3	4 Change Bar
01	Ignition Systems (Cont'd)				
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)				
01-02-02	Right Ignition Systems				
01-02-02A		В	2	1	 (M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.
01-02-02B		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.

NO. SYSTEM & 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY 2. REMARKS OR EXCEPTIONS Change 1. REPAIR CATEGORY Change 1. REPAIR	SYSTEM & SEQUENCE NO. ITEM To be sequence No. Item O1 Gravel Protection System (-100/-200) To be sequence No. Item O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS O (M) Valves may be inoperative closed provided operations do not require its use. C 2 0 (M) May be inoperative provided system(s) are deactivated.	AIRCRAFT:	VIATION ADMINISTRATIO				O. 52	PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 75. BLEED AIR Sequence No. Item 1 2 3 4 Change Bar 01 Gravel Protection System (-100/-200) 1 0 (M) Valves may be inoperative closed provided operations do not require its use. 02 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C 2 0 (M) May be inoperative provided system(s) are deactivated.	SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 75. BLEED AIR Sequence No. Item 1 2 3 4 Change Bar 01 Gravel Protection System (-100/-200) *** O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C 2 0 (M) May be inoperative provided system(s) are deactivated.	В	OEING B-737					75-1	
2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 75. BLEED AIR Sequence No. Item	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 75. BLEED AIR Sequence No. Item			_					
T5. BLEED AIR Sequence No. Item 1 2 3 4 Chang Bar O1 Gravel Protection System (-100/-200) D 1 0 (M) Valves may be inoperative closed provided operations do not require its use. O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C 2 0 (M) May be inoperative provided system(s) are deactivated.	T5. BLEED AIR Sequence No. Item 1 2 3 4 Chang Bar O1 Gravel Protection System (-100/-200) D 1 0 (M) Valves may be inoperative closed provided operations do not require its use. O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C 2 0 (M) May be inoperative provided system(s) are deactivated.	SEQUENCE	ITEM	1. F	2. NUMBER INS 3. NUMBER		BER INSTALL JUMBER REQ	NSTALLED BER REQUIRED FOR DISPATCH	
Sequence No. Item 1 2 3 4 Change Bar Change	Sequence No. Item 1 2 3 4 Change Bar Change	75. BLEED <i>A</i>	NR	1			7. INDIVINITATE	OK EXOLI HONO	
O1 Gravel Protection System (-100/-200) D 1 O (M) Valves may be inoperative closed provided operations do not require its use. O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C (M) May be inoperative provided system(s) are deactivated.	O1 Gravel Protection System (-100/-200) D 1 O (M) Valves may be inoperative closed provided operations do not require its use. O2 High Pressure Turbine Clearance Control (HPTCC) Timer(s) C (M) May be inoperative provided system(s) are deactivated.			1	2	3	4		Chang
*** Clearance Control system(s) are deactivated. (HPTCC) Timer(s)	*** Clearance Control system(s) are deactivated. (HPTCC) Timer(s)	01		D	1	0	provided oper		
			Clearance Control (HPTCC) Timer(s)	C	2	0			

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 58 PAGE NO.
E	BOEING B-737		DAT	E: 1	0/10/2015 77-1
					E KEY
SYSTEM &		1. F			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
77. ENGINE	INDICATING				
Sequence No.	Item	1	2	3	4 Change Bar
01	Engine Pressure Ratio Systems (-100/-200)				
01-01	Digital Counters	С	2	0	
01-02	EPR Reference Selectors	С	2	1	
02	N1 Tachometers				
02-01	(-100/-200)	В	2	1	(O) One may be inoperative provided N2 and fuel flow indicator for associated engine operate normally.
02-01-01 ***	Digital Counters	В	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)				
02-02-01	Digital Counters	В	2	0	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting.
					NOTE: An indicator with an operating pointer is considered to operate normally.
02-02-02	Reference N1 Bugs	С	2	1	
					(Continued)

II S DEDAD	TMENT OF TRANSPORTA	TIOI	NI.							
U.S. DEPAR	TMENT OF TRANSPORTA	NI IUI	N		MASTER MINIMUM EQUIPMENT LIST					
	VIATION ADMINISTRATIO		"014		10. 50.					
AIRCRAFT: B	SOEING B-737	RE			IO. 58 PAGE NO. 77-2					
		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM INDICATING		REP/	AIR C	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4 Change					
02	N1 Tachometers (Cont'd)	•			Bar					
02-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER) (Cont'd)									
02-02-03	Manual Set Indication	С	2	0						
02-03 ***	N1 Warning Lights (-100/-200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N1 pointer operates normally.					
03	N2 Tachometers									
03-01	(-100/-200)	В	2	1	 (O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is established and used. 					
03-02	(-300/-400/-500)	В	2	1	 (O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, b) An alternate starting procedure is established and used, and c) Engine #1 N2 tach generator operates normally. 					
					(Continued)					

SYSTEM & SEQUENCE NO. 77. ENGINE INDI Sequence No. Item 03 N2 (Cd 03-03 Dig *** 03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy	Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/	ММ	DAT EL T REP	E: 1 AIR (NUM	IO. 58 0/10/2015 IE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4 May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally. Moved to Item 73-5 prior to Revision 30.
77. ENGINE INDI Sequence No. Item 03 N2 (Co 03-03 Dig *** 03-04 N2 *** 04 Fu 05 Vik Sy 05-01 (-1	Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/ 00) el Flow Meters	1. F	2 2	3. I	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
77. ENGINE INDI Sequence No. Item 03 N2 (Co 03-03 Dig *** 03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	CATING Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/00) el Flow Meters	1 C	2 2	3. ľ	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
77. ENGINE INDI Sequence No. Item 03 N2 (Co 03-03 Dig *** 03-04 N2 *** 04 Fu 05 Vik Sy 05-01 (-1	CATING Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/00) el Flow Meters	С	2	3. 1	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
NO. 77. ENGINE INDI Sequence No. Item 03 N2 (Co 03-03 Dig *** 03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	CATING Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/00) el Flow Meters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
03 N2 (Cd 03-03 Dig *** 03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/ 00) el Flow Meters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
Sequence No. Item 03 N2 (Co 03-03 Dig **** N2 03-04 N2 **** (-1 -50 Vit Sy 05-01 (-1	Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/ 00) el Flow Meters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
03 N2 (Cd 03-03 Dig *** 03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	Tachometers ont'd) gital Counters Warning Lights 00/-200/-300/-400/ 00) el Flow Meters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
03-03 Dig *** N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	ont'd) gital Counters Warning Lights 00/-200/-300/-400/ 00) el Flow Meters				equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
03-04 N2 *** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	Warning Lights 00/-200/-300/-400/ 00) el Flow Meters				equipped airplanes. NOTE: An indicator with an operating pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
*** (-1 -50 04 Fu 05 Vik Sy 05-01 (-1	00/-200/-300/-400/ 00) el Flow Meters	В	2	0	pointer is considered to operate normally. May be inoperative provided associated N2 pointer operates normally.
*** (-1	00/-200/-300/-400/ 00) el Flow Meters	В	2	0	N2 pointer operates normally.
05 Vik Sy 05-01 (-1					Moved to Item 73-5 prior to Revision 30.
Sy 05-01 (-1	oration Indicating				·
•	stems				
	00/-200)	С	2	0	
,	00/-400/-500/-600/ 00/-800/-900/-900ER)	С	2	1	
06 EG	GT Indications				
06-01 Dig	gital Counters	С	2	0	May be inoperative except for EIS/CDS equipped airplanes.
	GT Warning Lights 00/-200/-300/-400/ 00)	С	2	0	May be inoperative provided associated EGT pointer operates normally.
07 EP	PR Computer				Moved to Item 34-41 in Revision 30.

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT I	IST
FEDERAL A	VIATION ADMINISTRATIO						
AIRCRAFT:	0=1110 D =0=	RE\			O. 58	PAGE NO.	
В	OEING B-737		DAT	E: 10	0/10/2015	77-4	
					E KEY		
SYSTEM &		1. F			CATEGORY	-n	
SEQUENCE	ITEM		2. r		BER INSTALLE		
NO.				3. I		UIRED FOR DISPATCH OR EXCEPTIONS	
77. ENGINE	INDICATING		<i>A</i>		7. INLINIARINO	OK EXOLI HONO	
Sequence No.	Item	1	2	3	4		Change Bar
08	Fuel Used Indicators				Moved to Item	n 73-6 prior to Revision 30.	Dai
				_		•	
09 ***	Abnormal Start Indication Systems (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	0			
10	LOW IDLE Light (-300/-400/-500)	В	1	0	a) Engine verified b) Both e "modif	operative provided: e idle control system is d to operate normally, and engines installed are ied" engines (Boeing 7-77-1031or production alent).	

AIRCRAFT:		RE	VISIC	N NC	NO. 58 PAGE NO.				
В	OEING B-737				0/10/2015 78-1				
		MMI	EL T	ABL	E KEY				
SYSTEM &	SYSTEM & 1. REPAIR CATEGORY 2. NUMBER INSTALLED								
SEQUENCE	ITEM		2. 1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH				
NO.				4. REMARKS OR EXCEPTIONS					
78. ENGINE	EXHAUST				4. KEMAKKO OK EXCEL HONO				
Sequence No.	Item	1	2	3	4 Char Ba				
01	Thrust Reverser Systems								
01-01	(-100/-200)								
01-01A		С	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.				
01-01B		С	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and b) Override System is armed only after landing. 				
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.				
01-02	(-300/-400/-500)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.				
01-03	(-600/-700/-800/-900/ -900ER)	C	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward thrust position, and b) Appropriate performance adjustments are applied. 				

AIRCRAFT:	VIATION ADMINISTRATIO		\ <u> </u> S (N NC	O. 58 PAGE NO.			
BOEING B-737					0/10/2015 78-2			
		MMI	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
78. ENGINE	EXHAUST	<u> </u>			4. KEMAKKS OK EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Char		
02	REVERSER UNLOCKED Lights (-100/-200/-300/-400/ -500)	С	2	1	 (M) One may be inoperative provided reverser is locked in closed (forward thrust) position. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE. 	50		
03	Thrust Reverser In Transit Lights				Deleted in Revision 30.			
04 ***	Thrust REVERSER ARMED Light(s) (-100/-200)	С	-	0	(M) May be inoperative provided lights are deactivated.NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.			
05	Thrust Reverser Override Switches (-100/-200)	С	2	1	One may be inoperative for an associated inoperative thrust reverser. NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.			
06 ***	Thrust Reverser LOW PRESSURE Light (-100/-200)	С	1	0	 (M) May be inoperative provided accumulators are charged before each departure. NOTE 1: Reverse thrust may not be available when System A pressure is lost. NOTE 2: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE. 			
07	REVERSER Lights (Aft Overhead Panel) (-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(M) One may be inoperative provided associated reverser is locked in closed (forward thrust) position.			

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:				NO. 59 PAGE NO.				
Ŀ	BOEING B-737				02/13/2017 79-1			
		_			LE KEY CATEGORY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
79. ENGINE	OIL	<u> </u>			4. NEWARRS ON EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
01	Oil Quantity Indication Systems	В	2	1	(M) Except for ER operations, one may be inoperative provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally.			
01-01 ***	Oil Quantity Indicator Test Switch (-100/-200/ -300/-400/-500)	С	1	0	 (M) May be inoperative provided: a) Oil tanks are filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally. 			
02	Oil Filter Bypass Warning Systems							
02-01	(-100/-200/-300/-400/ -500/-600/-700/-800/ -900/-900ER)	С	2	1	 (M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants once each flight day. 			
					(Continued)			

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: BOEING B-737					IO. 59 2/13/2017	PAGE NO. 79-2				
	302.110 3 707	ММ			E KEY	102				
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4	Cha B				
02	Oil Filter Bypass Warning Systems (Cont'd)					В				
02-02	(-600/-700/-800/-900/ -900ER)	С	2	1	a) Malfur systen b) All thre Detect preser each f c) Oil sup is conf	be inoperative provided: nction is in the warning n, ee Magnetic Chip tors are inspected for nce of contaminants once flight day, and pply filter pop-out indicator firmed not extended once flight day.				
03	Oil Temperature Indicators				Deleted prior	to Revision 27.				
04	Oil Low Pressure Warning Systems	В	2	0		rative provided associated dication operates normally.				
05	Oil Pressure Indicators				Deleted prior	to Revision 27.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N								
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 58 PAGE NO.						
BOEING B-737			DAT	E: 1	0/10/2015 80-1						
		_			E KEY						
SYSTEM &	DATEGORY BER INSTALLED										
SEQUENCE	ITEM		2. 1	3. NUMBER REQUIRED FOR DISPATCH							
NO.	4. REMARKS OR EXCEPTIONS										
80. STARTIN	IG	T	1	1							
Sequence No.	Item	1	2	3	4 Chang Bar						
01	Starter Valve Open Indications										
01-01 ***	(-100/-200)	С	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.						
01-02	(-300/-400/-500/-600/ -700/-800/-900/-900ER)	С	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.						
02 ***	Engine Starter Auto Cutout										
02-01	(-100/-200)	С	2	0	May be inoperative provided: a) Flightcrew manually selects Start Switch to OFF at 40% N2, and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.						
02-02	(-300/-400/- 500)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.						
02-03	(-600/-700/-800/-900/ -900ER)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF or AUTO at 55% N2.						
03	Starter Valves										
03-01	(-100/-200)	С	2	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.						

EEDEDAL A	TMENT OF TRANSPORT				MASTE	ER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 58	PAGE NO.				
BOEING B-737			DAT	80-2						
		_			E KEY					
SYSTEM &		1. F	1. REPAIR CATEGORY							
SEQUENCE	ITEM		2. ľ	NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS								
80. STARTIN	IG									
Sequence No.	Item	1	2	3	4		Change Bar			
03	Starter Valves (Cont'd)									
03-02	(-300/-400/- 500)	С	2	1	provided: a) Modification or provided been by Association operations	nay be inoperative ied Main Engine Controls iduction equivalent have incorporated, ciated start valve light tes normally, and al override start procedures sed.				
03-03	(-600/-700/-800/-900/ -900ER)	С	2	1	may be inope a) Assoc opera b) Manu	ot for ER operations, one erative provided: ciated start valve indication ates normally, and leal override start edures are used.				
04 ***	Starter Valve Arming System (-100/-200)	C	1	0		erative provided Starter Lights are installed and smally.				